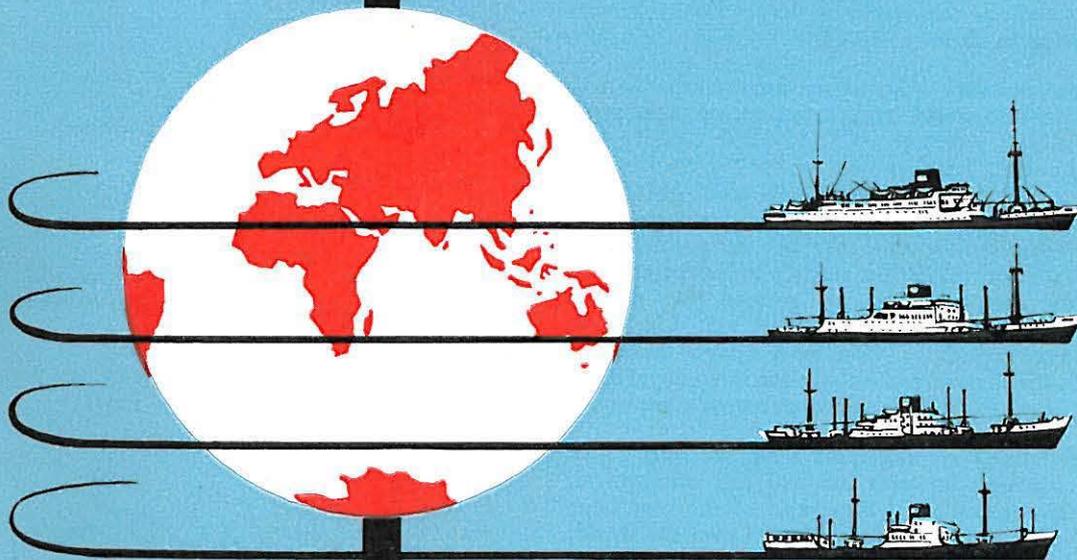




# *RIL* *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VII. No. 1. January, 1960

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# RIL *post*

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

VOL. VII. NO. 1

ROYAL INTEROCEAN LINES

JANUARY 1960

## NEW YEAR 1960

When the editor of the *R.I.L. Post* asked me to write a message to be inserted in the last issue of the year, I was rather hesitant because for a number of years similar articles have appeared and I was afraid to end up in repeating all that has been said on previous occasions. Yet on giving the matter some deeper thought it struck me that there would be quite a lot to say about the year which has now almost gone by.

Let us first examine the world aspect; it is not, I think, difficult to establish the most important development during this year. I am referring to the so-called "thawing of the cold war". It must be clearly realized that no actual results have been achieved; at the same time the fact that the first positive and constructive steps have been taken both in the West and in the East must be considered a major event. If both sides try and are set upon finding a solution, a catastrophic war can be avoided. I am using this particular word because we all know that a war might easily mean the destruction of mankind and therefore if world leaders can stabilize the situation and bring about better understanding, the world at large should be immensely grateful to them.

Turning to the economic side, we see further expansion of world trade. When world trade recession set in in 1957, pessimists said that world over-all industrial capacity had expanded too much. I believe they overlooked the fact that the recession to a great extent was brought about artificially, namely by monetary and other measures of various governments. But whatever the case may be, the position now is that practically universally the world's industrial capacity is fully in use and taking it for granted that not all industrial products are made for internal use, this means increased exports which in turn is a happy omen for shipping companies, more particularly for those engaged in liner trades. And this brings me to our own company.

Perhaps freight levels are not quite what we should like them to be, our fleet however has had full employment. Looking at this against the background of the very large number of ships which are still laid up all over the world, we should feel very grateful. So far as this point is concerned I believe that we can also look towards the future with confidence; in any case I have every hope that with a little luck we shall also be able to find suitable employ-

ment for the various new ships which have recently been added to the fleet and for those which are shortly expected in our spheres of activity.

We can be rightfully proud of all these new additions and we should like to express the hope that if the freight market picks up again, these vessels will prove to be a very good investment.

What I have mentioned above about the employment of the fleet has not been achieved without effort, to the contrary. Managing Directors realize full well how much hard work had to be carried out to achieve this and they are very appreciative for all that has been done by our personnel, whether afloat or ashore, to obtain the most favourable results.

A liner shipping company, however, should not feel satisfied if it were nothing but an institution to carry as many as possible passengers and cargo, it should also be seen in the light of linking countries, reducing "barriers", in other words it should do its bit to create goodwill amongst people of various nationalities and creeds. All of us can and should be instrumental to attain this end and in acting accordingly we would do our bit to promote better understanding between peoples, to which all important point I had occasion to refer earlier in this article.

So now we have reached the end of another year, a year I hope, which you have reason to look back upon with pleasure and satisfaction.

With regard to the future I feel sure you will all join me if I wish the company fair winds and smooth passage in the year to come.

In conclusion my colleagues and I wish our personnel and their families a very happy New Year!

A. H. VELTMAN.

For the benefit of the Chinese floating staff a translation is given of Mr Veltman's words:

承渣華月刊編輯之囑，爲文於本年度之末刊，余初頗覺猶豫，誠恐所欲言者已見諸近年來同期所刊載之文告也。然回思者再，終悟在將逝之一年內，實亦大有可述者。

檢討世界大勢，余以爲本年內最重要之發展，厥所謂「冷戰之融化」是也。吾人須知實際成就，雖猶付闕如，然東西兩方各已採取積極性及建設性之步驟，則爲一重要之進展；如雙方均蓄意尋求解答，則戰爭慘劇當可避免。余特欲用「慘劇」一詞，蓋吾人均知戰爭可能毀滅人類，故世界各領袖，若能穩定局面及促成進一步之諒解，則全人類將感恩無既矣。

經濟方面，吾人目睹國際貿易再度擴展，一九五七年國際貿易稍呈減縮時，悲觀論調者嘗歸咎於世界工業總能量之過度擴展，余相信彼等忽視此一減縮，大抵乃人爲之因素，如各國政府所採取之金融政策及各項措施所使然。無論如何，目下世界之工業能量實際上正被普遍充份運用，工業產品除供國內所需外，自有盈餘，是以形成出口增加，此乃航運公司之吉兆，尤以經營定期航運者爲然，余由此而思及吾人之公司。

今日運費之水準或未如吾人之理想，然本公司屬下之船隻皆獲充份使用，環顧世界各處，尙有甚多船隻擱置不用者，吾人應感萬分欣幸，關於此點，余相信吾人可以信心瞻望將來，無論如何，余深信祇須器邀天幸，吾人當能爲本公司最近及行將加入航線之船隻謀求合適之運用，吾人對於該批新增之船隻實應引以自豪，如運費回升，該批新船當可證明爲甚佳之投資也。

前文所及本公司船隻之得充份運用，洵非偶然，本公司各常務董事均深知幾歷艱苦，始能獲此成就，故彼等對於各海陸員工爲本公司謀求最有利之成果所下之努力，極深銘感。

夫爲郵船公司者，不應以能盡量裝載乘客及貨物而引爲自滿，尤應致力於增進國際間之連繫及減除國際間之隔膜，換言之，在不同國籍與信仰之人士間建立友好之善意，各同工皆能亦皆應協助達成此目的，俾能各盡棉力以期促進人與人間進一步之諒解；此一要點上文已有述及。

歲聿云暮，願君等皆具歡愉與滿意之心情回顧此一年中之成就，展望將來，謹祝本公司來年一帆風順，諒君等亦與我同心焉。

最後余暨各同僚恭祝各同寅及其眷屬新年快樂。

## FLENSBURG



*This article describing the "birth place" of m.v. STRAAT CLEMENT was written and contributed by Captain A.J. van der Heyden, whilst staying in Flensburg awaiting vessel's delivery. The report of the launching ceremony of m.v. STRAAT CLEMENT appeared in our October issue.*

This city in Schleswig-Holstein lies close to the Danish border, at the end of a fjord, which extends about 23 miles from the sea inland to the west, and is curving and narrow at parts. It has several leading-lines for guidance to reach Flensburg.

The fairway through the outer part of the fjord has depths of not less than 10 fathoms. In the innerpart the depths decrease to 5 fathoms except over some shoals, which have a least depth of  $4\frac{1}{2}$  fathoms on the leading-line.

Under ordinary circumstances a vessel with a draught of  $19\frac{1}{2}$  feet can berth at Flensburg. The bottom of the fjord is chiefly mud, whilst the shoals are generally sand and stones.

The water level depends on the direction, strength and duration of the wind.

The centre-line of the fairway through the fjord is the approximate boundary between Danish and German waters. The fjord only freezes over completely during severe winters, when it may be closed for one or two months, but usually the ice does not form before the middle of January.

The narrows near Holnis are the most difficult passages in the fjord, the narrowest part being half a cable wide on the leading-line.

Flensburg harbour has quays on both sides and is connected with the general railway-system. This very old city (more than 600 years) has a population of over 100,000. There is

a shipbuilding yard and several factories, the principal products being cement, chalk, bricks, glass and furniture. Also a considerable trade in provisions, chemicals, coal, timber, corn and cattle takes place in this city.

A very attractive shopping-centre is near Holm and Grosse-Strasse, the shops well provided and very modern, as well as good hotels and excellent food. The Norder-Tor and some old churches and buildings remind of the long history of the city.

From Hamburg you have to travel by train for  $2\frac{1}{2}$  hours to reach Flensburg, maybe you proceed to Denmark, and via Kobenhavn as far as Stockholm in Sweden. Ferry-boats will bring you across "The Sound".

The Nord-Ost-Kanal connects the Baltic with the North-Sea and is entered eastward at Holtenau in the Kieler-fjord, the other end is at Brunsbittel through which one reaches the river Elbe.

During this time of the year the weather is cold and rainy, often fog in the early morning hours until the port-entrance

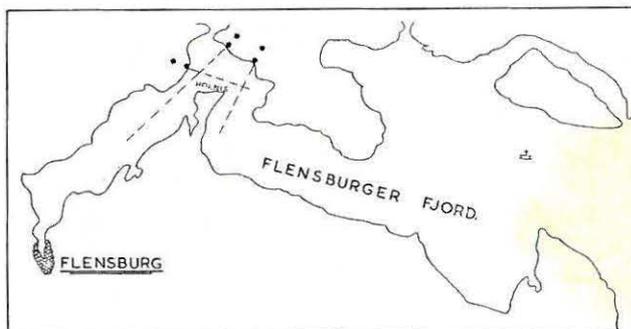
is clear round about noon. It reminds one of the Lye-Mun passage in Hong Kong in March and April.

The STRAAT CLEMENT's official trial-run will be from Flensburg to Kiel where the drydocking takes place, then returning to Flensburg to complete the ship. As soon as the voyage begins we will go again to Kiel, to enter the locks at Holtenau, proceeding through the Nord-Ost-Kanal to Brunsbittel and into the Elbe and the North-Sea.

Then the ship is ours . . . and where will we go? In the near future we will know.

This all is a new experience for us and most interesting.

*Skipper.*



Now that fall has come, the days are getting shorter here in Holland. Fog, rain and wind, occasionally increasing to gale force, leave no doubt that the year is drawing to a close. Yet an air of expectancy pervades this month. People living close to a school will hear the toddlers singing their Santa Claus songs. With infinite patience the teachers try to explain that the old Saint, accompanied by his notorious black Pete, rides on the roofs of apartment buildings and cottages looking for chimneys through which he will drop his presents for the good children. This is becoming increasingly difficult because nowadays whole blocks or even cities are centrally heated, but this is not told to the children since this would only spoil their illusions. After all what objections are there if Mother's little one, merrily singing, would put his shoe in front of the gas stove for want of a chimney. Who would want to shatter the child's belief that Santa Claus does exist "because teacher told us so".

Everybody joins in the fun. On Saturday, November 14th, the television screens in 500,000 living rooms showed the Saint's arrival in Amsterdam and millions of children in the Netherlands and Belgium were convinced that teacher *had* spoken the truth, in any case it might pay to be extra good these days – you never know.

The sombre, often stormy, autumn weather make us think even more of the sailors, who will spend these days under difficult conditions. No children's warbling reaches their ear, but howling winds, breakers over fore-castle and hatches and incessant spray, so that after a watch of four hours one is soaking wet, notwithstanding the extra waterproof oilskin.

You need a towel around your neck because of water running down your bare back. But when you are thoroughly drenched, your watch is finished at last and you get a "5th of December" – feeling then you think of the drink which you'll be able to enjoy in comfort in your warm cabin.

When the relief asks what the weather is like, you look with a sadistic glance at his dry clothing, saying: 'Brrr . . . it was horrible but it seems to clear up.' The underlying thought is: 'Let him see for himself, I've had my share.'

When writing or talking of the autumn gales, we also think of the humane activities of the "Noord- en Zuid Hollandse Redding Maatschappij", the society which, on November 11th, commemorated her founding 135 years ago. During these 135 years no less than 8,350 people were safely brought ashore by their lifeboats. At 27 ports along the Dutch coast, life saving equipment is stationed: 24 motor launches and 16 line-projecting guns.

With a fleet consisting solely of motor launches, more services can be rendered than previously when rowing boats were still in use. On an average these stations come into action ninety times per year to assist freighters, fishing boats, yachts, and in case of plane crashes.

Since its foundation this society has been supported by private contributions and although the membership now stands at 41,000, this number will have to be increased to weather the "financial storms".

Readers – let the Santa Claus spirit wake you – and remit through the Captain of your ship or through the accountant of your office an extra contribution for the K.N.Z.H.R.M.

"Give them the tools; they will do the job"; let this be our motto. Our life savers along the coast are ready for action, heedless of spray or breakers, when other people are in danger along our treacherous coast. Let us show them that others at sea and ashore will take care that the "financial breakers" will not harm them.

Talking of lifeboats: Did you know that the Orient Line's new passenger liner Oriana – of 40,000 tons – will have two motor launches made of fibre glass? These boats will be 26 feet long and will be the largest launches built so far of fibre glass on the Tynce.

I read in an article on this ship that a system of transverse propulsion will be fitted. This will enable the vessel to move sideways, a very desirable feature when mooring. I have no further particulars yet but shall revert.

The "American Banner Lines", a company entertaining a service between New York and Amsterdam with her liner "Atlantic", have discontinued the service all of a sudden and sold m.v. "Atlantic". The Holland America Line has offered the victimized passengers accommodation in their vessels. The Management of the "American Banner Lines" had no further comment.

New types of dehydrated foods were recently served for lunch to 20 Senior Officers in the Royal Naval Barracks at Portsmouth. Navy cooks – under supervision of officials of the Ministry of Agriculture, Fisheries and Food Supply – prepared a luncheon from the new frozen and dried foods, according to a method developed in the Ministry Laboratory at Aberdeen in Scotland. The menu read: Bean soup – fried codfish – pork chops with apple sauce – mutton – potatoes – cabbage – carrots – cranbury cake.

This new food can be kept for two years and does not require refrigeration. It is light and compact; in some instances the size is reduced by as much as 75%. After heating for twenty minutes it is ready to be served.

"Smakelijk eten", "Goede wacht" and please remember the K.N.Z.H.R.M.

W.F.H.B.

#### Rectification

To our regret some inaccuracies appeared in our December issue.

Readers will probably have realized that Mr Jimmy Young's time over the 20 miles West Point – Shek O was not 4.51¼ hours, but 3.51¼ hours.

Furthermore m.vv. STRAAT CLARENCE and STRAAT CLEMENT are correctly classed with *Bureau Veritas* and not with Lloyd's Register.

## LAST VOYAGE

*This "Biography of a Ship" was written by Capt. W.Z. Mulder. It first appeared in the Dutch newspaper "Nieuwe Rotterdamse Courant" in July 1959, and we hope this English translation will be of interest to our readers.*

Not only the maiden trip but also the last voyage is a special event in a ship's life, though not to the general public who rarely notice a ship sailing for the last time. At best it is announced in the newspapers, *if* it is a ship of national or international fame. And even then it is usually printed in a rather small type under the heading "Shipping Intelligence". No, generally a ship, after having completed her (always) "successful trial trip", is only mentioned again in the shipping columns when she is involved in an accident! For the rest of her life she becomes an integral part of our existence – unobtrusive – even when her end draws near.

But a sailor sees his ship in quite a different light. She is not part of his existence, on the contrary, it is he who forms part of the existence of the ship. One can rather compare a ship with a woman; after all, a mariner always refers to a ship as she!

Does not a sailor approach a new ship in the same way as a bridegroom approaches his bride? The tender, shining young thing, smelling "new" in every nook and corner, is in fact not yet a real ship when just delivered by the yard. No more than a bride, clad in white complete with veil is, or ought to be, a woman.

It cannot be denied that many a sailor may have assisted in the completion of the ship during the last couple of months, whereby he has come to know all sorts of intimate peculiarities which his colleagues, coming after him, will discover only at a later date, – but that does not dim the effect. Just like taking a holiday by scooter! Only when the honeymoon, the trial trip, is over, the situation is becoming clearer, and after several voyages – in proportion to personal character and adaptability – ship and woman reach a point where no connoisseur will be mistaken as to their status.

When you come to think of it, you will realize that the actual trial trip does not count at all: in reality it consists mainly of too many strangers in and out of the place, long speeches, too much to drink and luxurious food to eat.

How right G. B. Shaw is in saying somewhere: "After the agonies of being on one's honeymoon are over . . . !"

Only after one or more voyages – when the miseries of trial trip and outward voyage are forgotten and the ship has, in all weathers, proved herself to be the partner in the life of those who prefer her to all others – only then does she become the wife we love, not without faults or defects, but in possession of those well-known, but undefinable, qualities!

How do we analyse a last voyage? We take a ship to the breaker; this arouses at once a very peculiar sensation – it reminds us of the scuttling of ships for the insurance money ("wegbrengen"), even though that part of Christian navigation has lost ground since World War I, and has now been abandoned completely. But still we have to think

of this malicious custom, at least that's our experience . . . . one way trip, kata-michi . . . . You go on board – everything is still sparkling with life – there is little or nothing the matter, only a very few unobtrusive indications remind us that she is going to the breaker.

But internally . . . ! At his last survey the physician gently put back the covers and told the family, waiting on tenterhooks: "I have no objections that the old lady goes home, keep her calm, no excitement, and she can eat everything in moderation". But what he did see made him write down: This year of grace expires on . . . .

So we know the patient is almost gone – she is sinking fast, but such things don't bear telling. We just keep them in mind. What is the use of sailing against bad weather? We had better try and keep her decks dry. Her make-up need not be touched up, at best a too lively coloured funnel is painted black which is more becoming to age and destination. And please don't scold when something does not function perfectly, or not at all.

Tomorrow is another day; why, look, that lamp *does* do the trick! That silly old pump works with a will! For once this lock can be opened without bother!

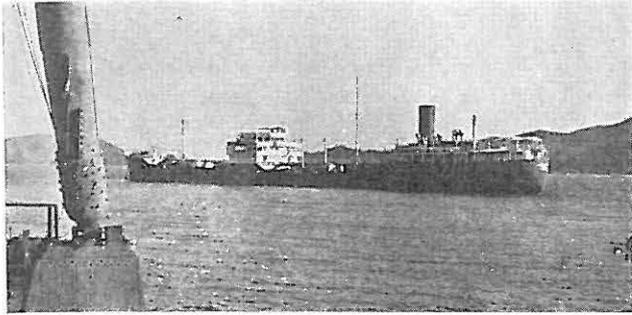
We take an old lady to a home for the aged – NO, we take her alive to a crematory. We have a strong feeling that it is here where a difference between ship and woman can, and should, be seen, and that a sailor with the love for his ship now discovers the difference between ship and woman for the first time at this moment, towards the end. He has to discover it for, after all, they are not the same and you cannot ignore all distinctions, even if it took years for the sailor to rate both at their true value.

A ship ceases to exist when delivered at the breakers. She dies when the last sailor goes click-clack down the gangway. None of the thousand workmen setting foot on her later on, has it in his power to inspire her for one single moment. A hundred burners attacking the hull with their torches do not hurt her. They just make her unrecognizable. A ship is no longer a ship when she cannot give herself anymore to those who love and desire her. There is no task left for her in this world after her soul has left her.

Your last voyage, mother? We shall cocker you up a bit and we shall be the last to show you that we know you are old and full of years. We'll pretend we still have lots of fun with you. You will never know that we spare you.

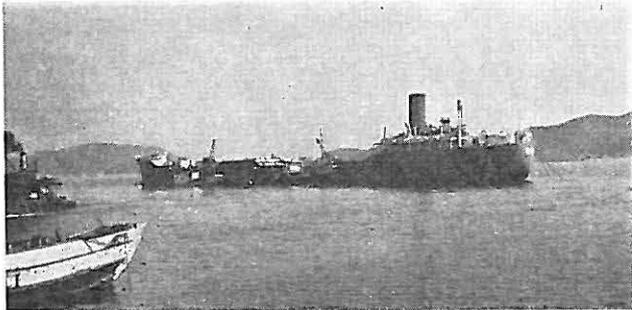
Your last voyage! Fog in the Channel – stormy weather in the Bay of Biscay – sunshine beyond the Burlings. Here we go – the awnings over your head and shoulders as the sun might burn you! Now and again a splash of water over your decks, gray and rippling, bringing refreshing coolness.

And then we lay you down some place where you have a splendid outlook, and before we leave you, we caress your rusty railing in farewell . . . !

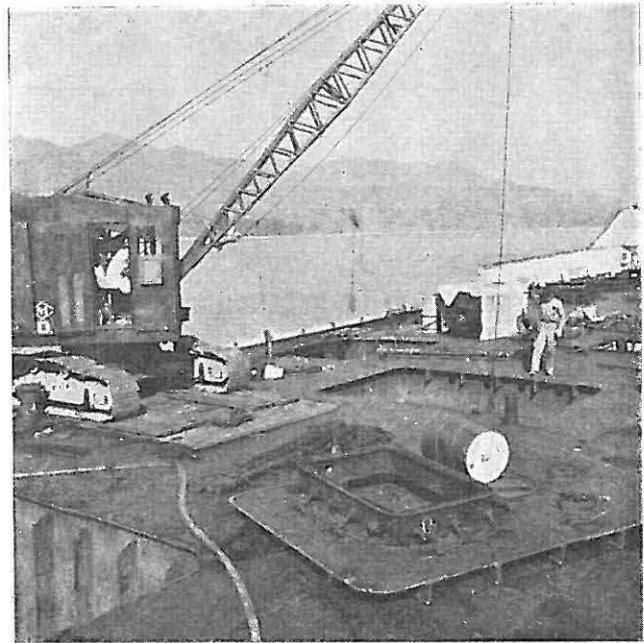


m.v. REDWIJS I  
(ex British Zeal)

A tanker brought out by "Bureau Wijsmuller" from Holland to Japan for breaking up, under command of Captain W.Z. Mulder (formerly with R.I.L.) lying at Hirao (Kawaguchi-ken), Japan.



Upon arrival (June 8th, 1959).



All superstructure and fittings on deck have been removed to facilitate the discharge of 10,000 tons scrap iron, loaded in the tanks, with 4 mobile cranes.

After 12 days.

### SAKE — GIN — BOLS?

After reading the article about Sake in the November issue of *R.I.L. Post*, Capt. Drukker sent an interesting letter to the Editor, expressing his delight with the article but remarking how unfortunate it was that in this article the Dutch National drink of Geneva was called Bols, a mistake which has often been made in the past. Not being a Catering man himself the Editor came to us to be "taught".

A long time ago CD issued a Catering Note in which the following small article appeared and we quote:

"Did you know that gin was originally made by a doctor in Holland as a medicine against scurvy and similar troubles contracted by the seamen in the Dutch sailing vessels in the olden days (15th - 16th Century) on their long voyages to the Far East? It was called Genièvre, French for Juniper (in Dutch = JENEVER, in English GENEVA, which became shortened to GIN)."

Genièvre was and is still made by "pouring" alcohol over Juniper berries. The process is a secret, the only thing that is known to us is that for Dutch gin (GENEVER) this process of "pouring" is done twice, while for English gin

(Gordon's etc.) the process is done only once.

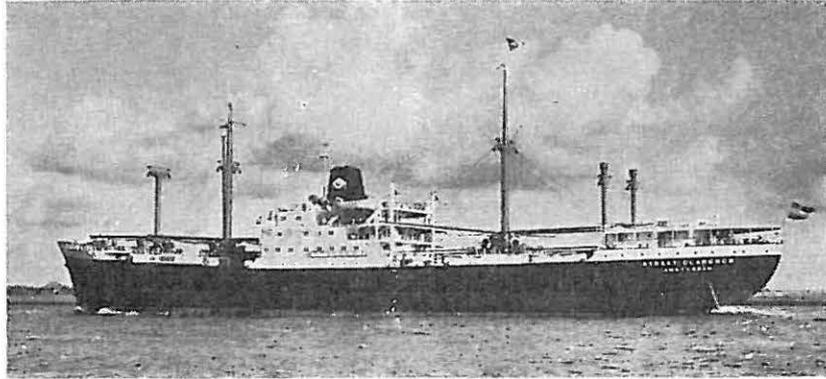
The liquid (alcohol, water and herbs) that is being used in the "pouring" process has a lot to do with the ultimate taste of the finished product.

It was said that the water of the river Maas, near Rotterdam was very suitable for the production of gin; the wellknown Dutch firm of Bols set up their gin-factory at Schiedam (just below Rotterdam) and their product "Bols" Gin soon became known as Schiedam Gin.

During the last World War one of the directors of Bols managed to escape to South America (with the secret formula) and started manufacturing Bols Gin; thus keeping the name of Bols alive.

"There are many brands of Genever in Holland but only one brand is called Bols" that is the sum and total of Captain Drukker's rightful complaint at the beginning of this article.

*(The Editor is grateful to Mr J.J. Edelman, of HK HO CD Dept. for enlightening him on the above subject.)*



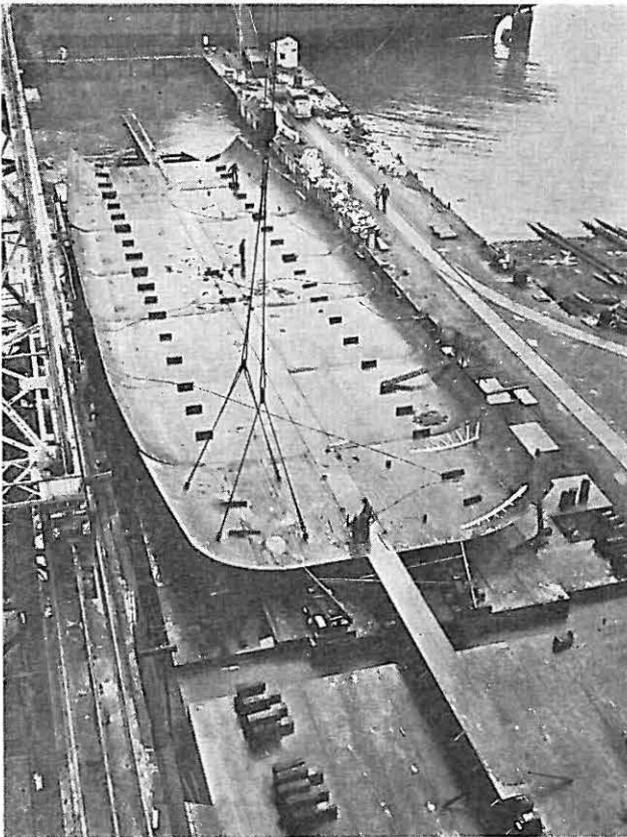
### BIRTH OF A SHIP

Further to the photographs and report on the launching of m.v. STRAAT CLARENCE in our August 1959 issue, we take pleasure in publishing an interesting series of pictures showing her construction and three photographs taken upon delivery of the vessel. All pictures were received through the intermediary of R.I.L., Amsterdam, and illustrate in a clear manner the gradual growth of a ship in the building yard.

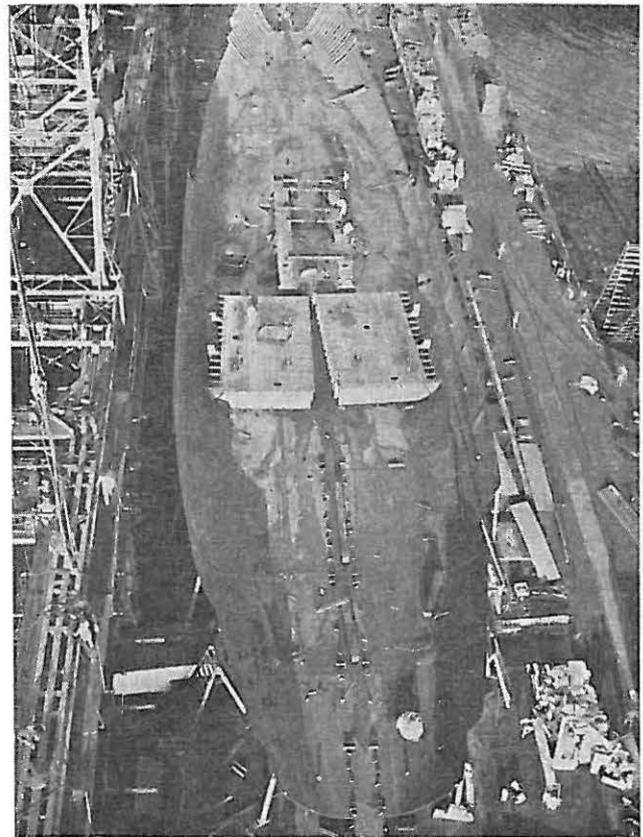
The keel for STRAAT CLARENCE was laid on October 7th, 1958 at the yard of P. Smit Jr., Rotterdam.

STRAAT CLARENCE was launched on June 27th and a picture of the ship immediately after launching appeared in our August issue.

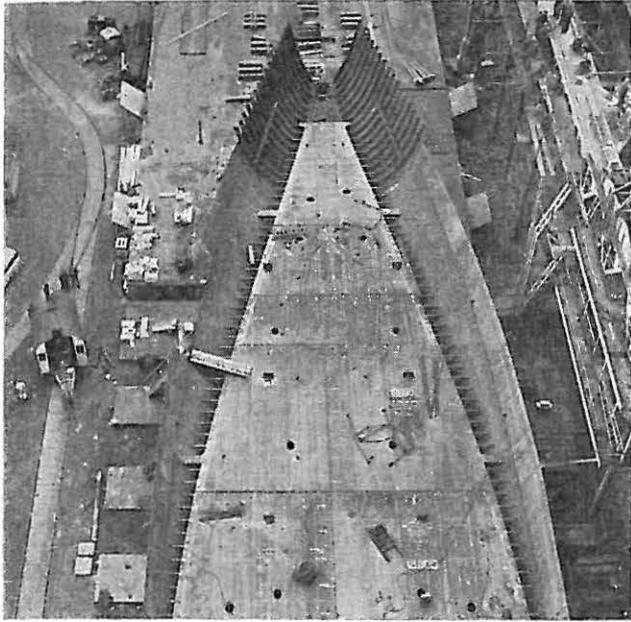
The vessel was delivered on November 7th at 11 o'clock in the morning.



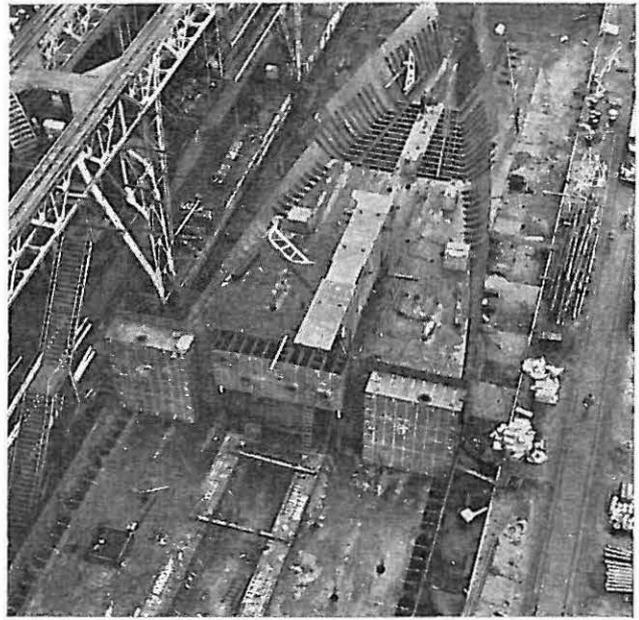
The keel and the partly completed bottom (30/10/58).



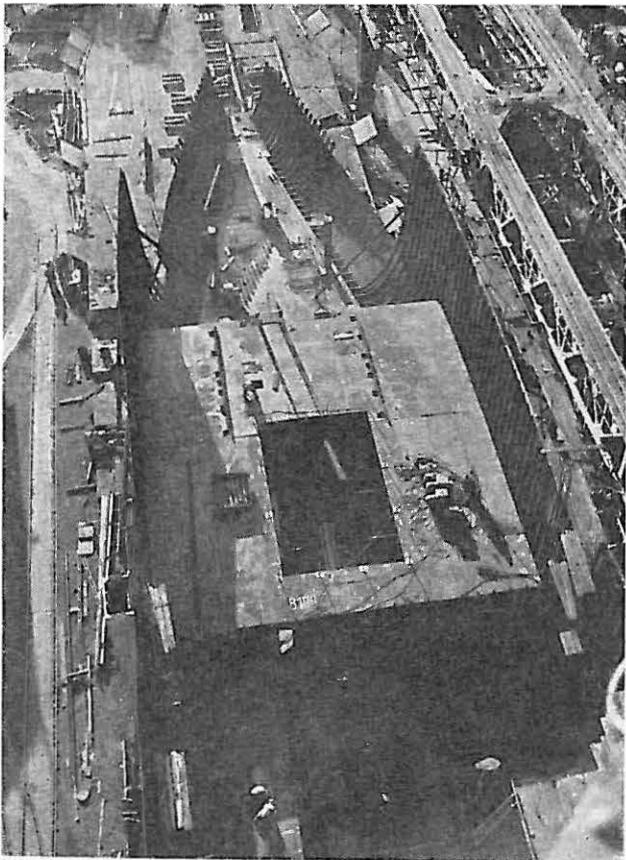
The first double bottom sections have been placed. In the aftship some frames have been fitted (30/11/58).



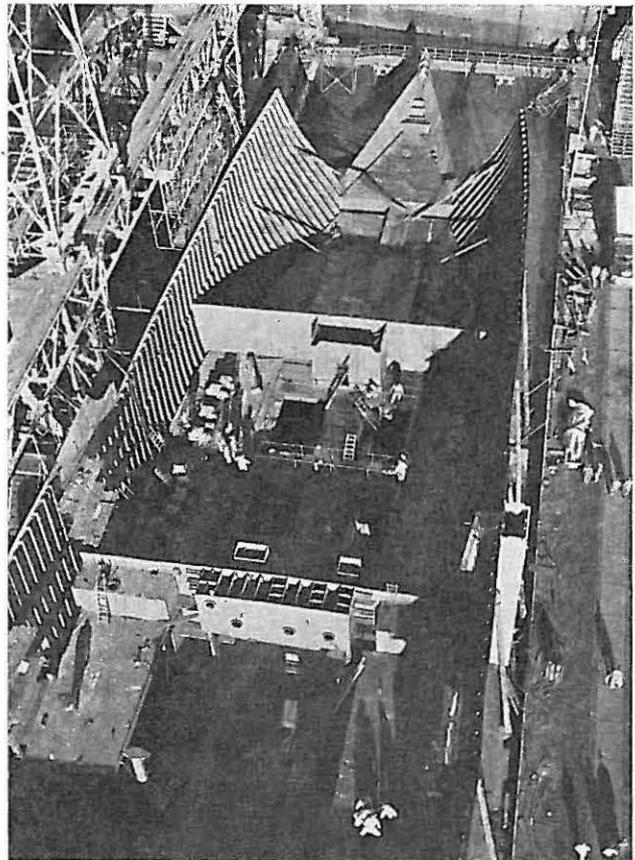
Double bottom sections in the foreship. These sections are marked with their weight in kilogram and vessel's building number: 625 (30/12/58).



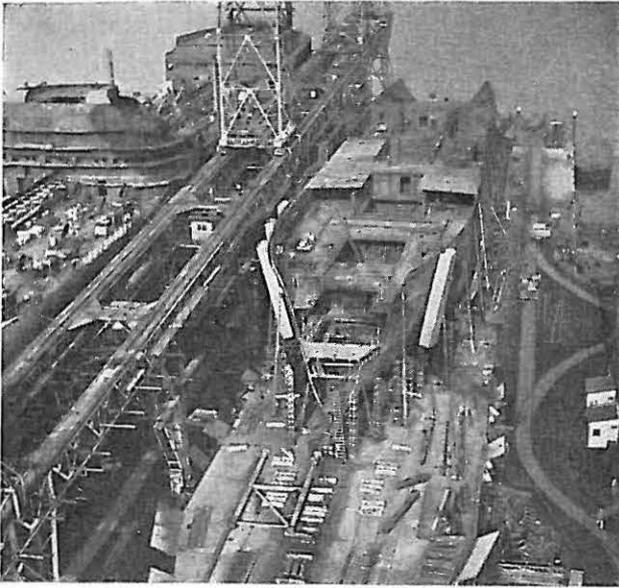
The foundations for the engine, the settling tanks and the partly completed shaft tunnel (30/12/58).



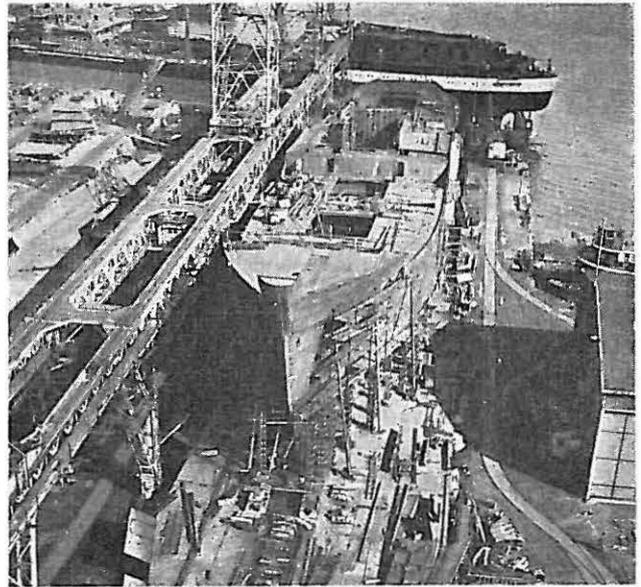
In the foreship part of the 'twendeck has been constructed, and in the midships the hull plates have reached the level of the main deck (2/2/59).



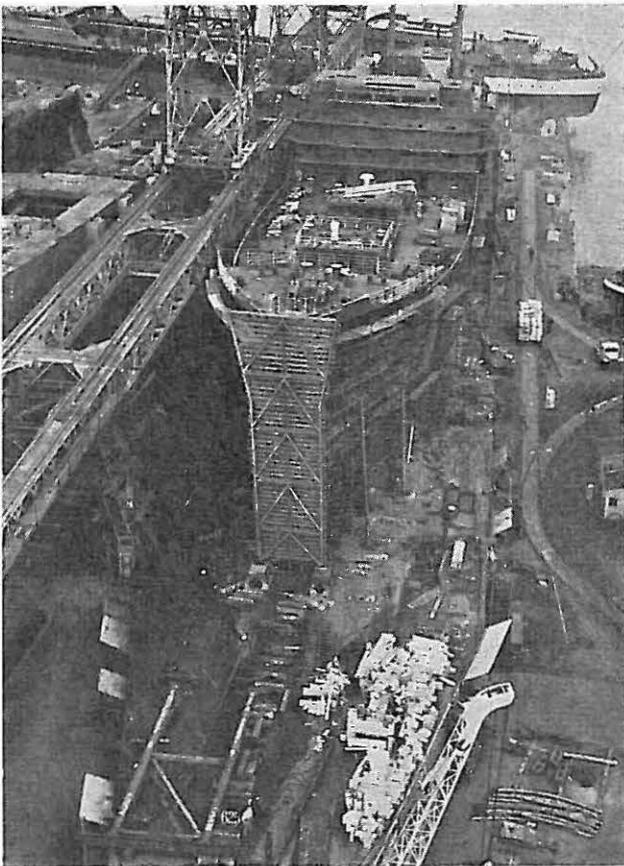
The 'twendeck in hatch IV has been completed. Note the openings of the four deep tanks. Close to the bulkheads the ullage spaces can be seen (2/2/59).



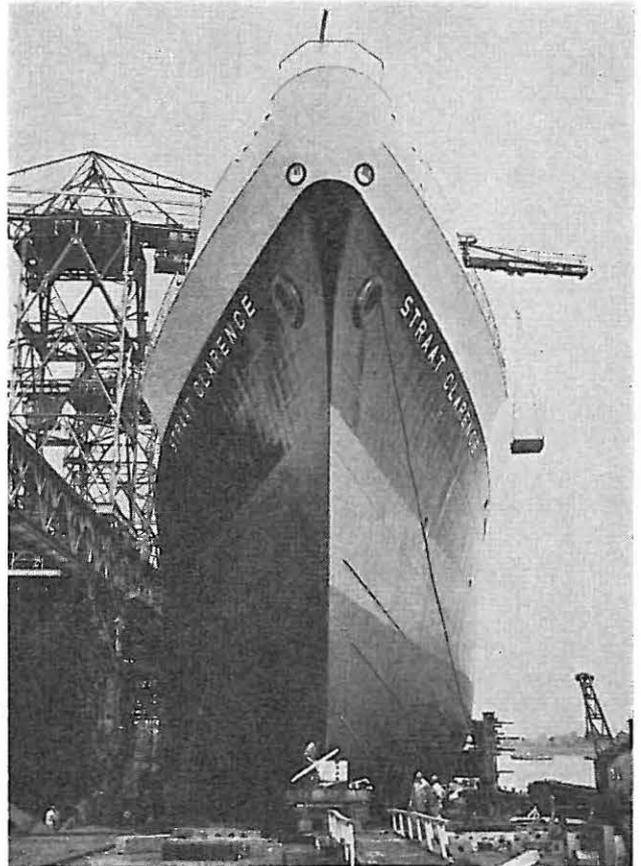
The hull amidships is nearing completion. In the wooden casings near the foreship welders are at work (26/2/59).



Bow and stern have been fitted. The large tanker which was under construction on the next slipway, has meanwhile been launched and is being finished alongside. The keel for another vessel has been laid already (28/3/59).



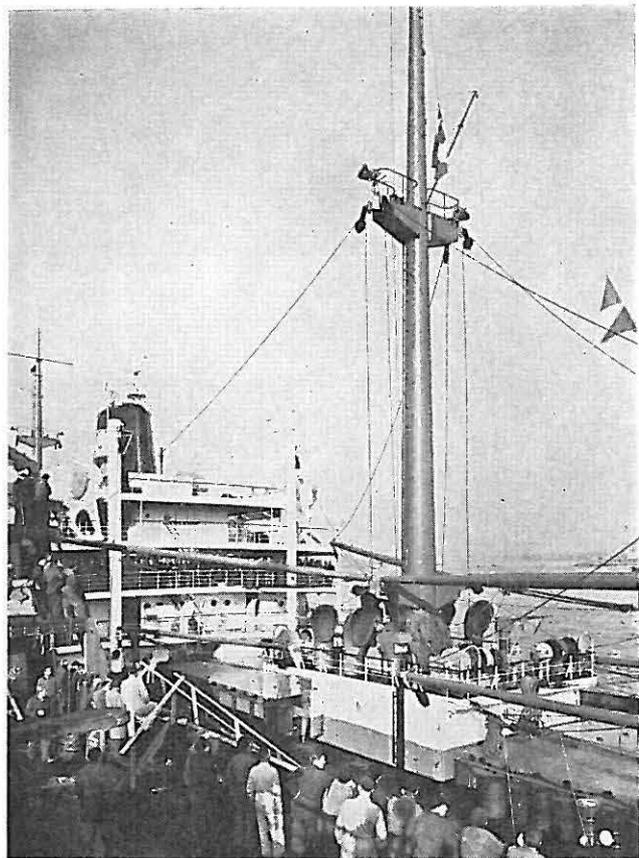
Deckhouses are being built on the foreship. At the stem more welding is done and the draught marks are cut in (29/5/59).



STRAAT CLARENCE is almost ready for launching (22/6/59).



Gathered in the lounge are (from l. to r.) Messrs W.M. de Haan, P. Meerdink, J. Struyk (both of the Amsterdam Building Bureau), L. Speelman, A.J.H. Bonneur, R. Voorhoeve (both Managing Directors of P. Smit Jr.) and Captain G.W. de Bruyn. The painting of the Oude IJssel near Doesburg (Neth.) was presented by Mrs P. Meerdink, who launched STRAAT CLARENCE.



The builders' flag is lowered and the R.I.L. flag hoisted.

#### BOOKS ON R.I.L. AREA

*"A Race of Green Ginger"*, by A. Mackenzie - Grieve

London, Putnam, 21/- net.

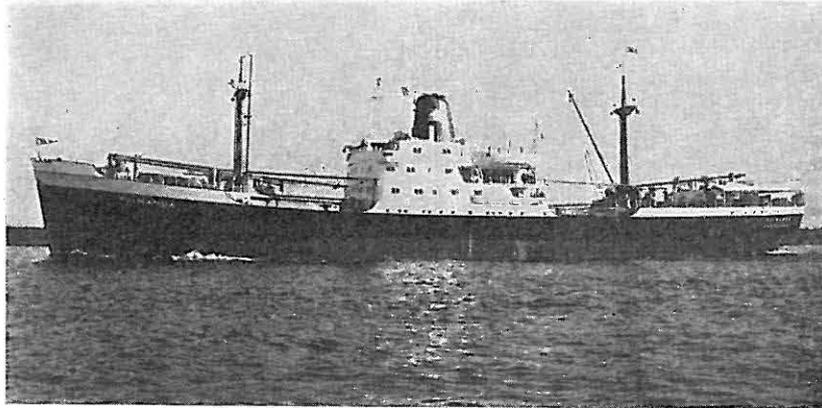
It would be nice to start this book review with the statement "I used to know the author way-back in the twenties". For that matter - more likely than not we did meet at one of the gatherings after a soccer game - TJIMANOEK versus VAN HEUTSZ - on the field just below the Club on Kulangseu. It would be nice to know for sure for, when reading this book, one realises that one must have failed to grasp some of the essence of that period so vividly described by Mrs Mackenzie.

Oldtimers will easily recognize several of the interesting people and events described therein, although they themselves could never have given such a kaleidoscopic description of same.

Your reviewer, at least, honestly envies the author for her talent to recreate in very attractive and often quite beautiful language the whole scenery and the people who lived in its surroundings.

The story depicts a part of China we used to know so well - or at least we thought we did. Realising from the first few pages that the book describes events which took place in 1924, or subsequent years, one may wonder what could have induced Mrs Mackenzie to write about it all now. Yet she was perfectly right in doing so: she has painted a picture of turbulent days of yore. The characters portrayed in her book with their conflicting ideas, with their illuminating conversations, show us why we now - thirty odd years later - still wonder how it all came about.

"A Race of Green Ginger" is extremely valuable to the unbiassed reader, especially if he is willing to jettison a few preconceived ideas.

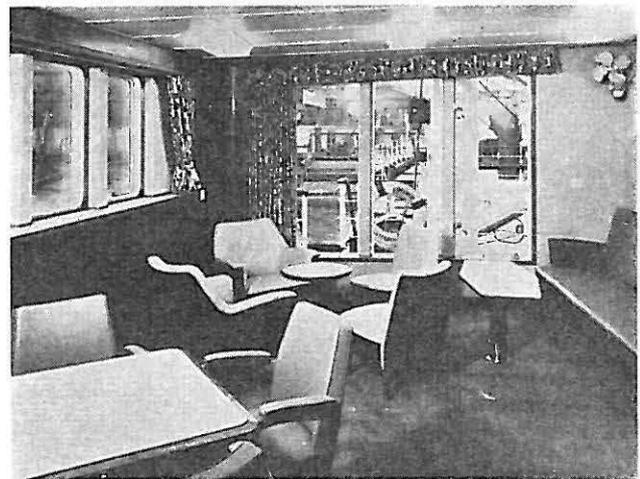


### M.V. TJIMANUK ON HER MAIDENVOYAGE

m.v. TJIMANUK, under the command of Captain J.R. Ezendam, arrived on her maiden trip in Hong Kong from Africa on December 20th. (An article on her launching ceremony appeared in our August issue).

The photographs show the vessel's interior; her dimensions and other particulars were published in last month's edition, when we reported on the new additions to the R.I.L. fleet.

The *R.I.L. Post* salutes m.v. TJIMANUK and wishes her "God Speed". May she achieve many years of successful service.



Many moments of relaxation can be spent in this comfortable Lounge.



Meals in the best of Dutch tradition will be served in this modern Dining Room.



Double and single cabins are spacious and well appointed.



## SHIPS OF THE WEEK

M.V. STRAAT TORRES

M.V. STRAAT MALAKKA

These photographs were taken in the Grand Hotel 'Gooiland' at Hilversum on December 3rd, when recordings were made for the broadcast to m.v. STRAAT MALAKKA and m.v. STRAAT TORRES.

The guests this time were Mr H.C. Evelaar (Chief Eng., ret.) and Mr H. Gomes (Chief Eng., ret.), both accompanied by their wives.



On the occasion of Mr D. Boendemaker's transfer from Sydney to Hong Kong HO, and as a token to mark his forthcoming marriage, the staff of R.I.L.'s office in Sydney presented him with a silver tray and a small gift of table silver on the 13th November, 1959.

Our photograph shows Mr A. M. den Boer, Manager of the Passage Department, making the presentation.

## PROMINENT PASSENGERS

His Excellency E.H. Louw, Minister of External Affairs of the Union of South Africa, accompanied by Madame Louw, returned from South America to South Africa aboard m.v. TEGELBERG. Upon his arrival at Cape Town – on November 10th – Mr Louw told reporters he was most impressed by what he described as the ship's excellent daily newspapers. Published every morning, it provided a really good news service including news from South Africa. It was better, said Mr Louw, than anything similar he had found on ships of other lines, in which he had travelled.

His Excellency Sir William Goode, K.C.M.G., and Lady Goode left Singapore on December 2nd on m.v. BOISSEVAIN for Buenos Aires, en route to the United Kingdom. Sir William was the last British Governor and Yang di-Pertuan Negara of the State of Singapore and was succeeded on December 3rd by the first Malayan-born Yang di-Pertuan Negara, Inche Yusof bin Ishak.

The two photographs show Sir William being met by Captain Prins, together with the Netherlands Consul-General and Mr J. Kruyt, and Sir William addressing the people of Singapore in a farewell broadcast relayed from m.v. BOISSEVAIN through Radio Singapore.

Also travelling by BOISSEVAIN was Mr W.A. Germishuizen, who has been South Africa's Trade Commissioner in Singapore during the last three years.



### A PASSENGER'S VIEW ON R.I.L. SERVICES

*This letter was received from a lady passenger who was aboard the m.v. Tjitjalengka when Typhoon Vera struck Japan on 26th September, 1959, and drove the vessel onto a mud-bank.*

Before leaving Hong Kong I should like to record my great appreciation, of the care and attention your Firm's Representatives have given to me since I left Capetown, more especially so since the tragedy of September 26th. I was met on board on my arrival by a smiling happy staff, the food was superb, and from the Master to the most junior of his staff there was the happiest cooperation and willingness to make the passengers comfortable and satisfied. Then after the Cyclone I cannot speak too highly of the way the passengers were cared for, their smallest wish considered. My enforced stay in Yokohama was quietly enjoyable in a wonderfully good hotel for which I sincerely thank you.

I do hope that the Tjitjalengka will be returned to your service and will give you many more years service, in the same good hands she will always be a most comfortable and steady travelling ship.

### R.I.L. ACTIVITIES

#### m.v. Tjitjalengka

Upon completion of dredging operations m.v. Tjitjalengka was successfully refloated on December 16th at 06.50 hrs. She was brought into deep water through a channel previously dredged and after engine trials, vessel entered Nagoya Harbour on December 17th.

Following an inspection by Lloyd's Surveyors, m.v. Tjitjalengka proceeded under her own power to Yokohama, where she was expected to arrive on December 19th. At Yokohama vessel will undergo dry-docking.

#### m.v. Tjiliwong

m.v. Tjiliwong was delivered by builders in Holland on November 24th and sailed the same day for Burutu, a so-called "Creek port" in Nigeria, where she loaded benni seed for Japan.

#### m.v. Straat Malakka/Tjimenteng

At the end of her present voyage m.v. STRAAT MALAKKA will leave Ext. EAFS employ and enter JHSIS, sailing from Japan February 3rd. m.v. TJIMENTENG will effect the February 4th Ext. EAFS sailing from Japan.

## PERSONALITIES

Mr E.P. Dumas and Mr E. van Walree returned to Hong Kong from their business trip to Australia on December 5th. Mr van Walree will fly back to Amsterdam on December 19th.

Mr P.A. de Loos has been appointed General Manager for Hong Kong and China relieving Mr P.V.C.E. Liebenschutz, who will proceed on home leave on 29th December, 1959.

Mr J. Ph. Roosegaarde Bisschop has been appointed Manager of the Kobe Office relieving Mr C. van Doggenaar, who is leaving Japan on 30th December (via Australia) on home leave and subsequent retirement.

Mr Roosegaarde Bisschop - en route from Africa to Kobe - stayed a few days at Hong Kong for consultations with Managing Directors.



On the occasion of the transfer of the General Management for Indonesia from Mr P.A. de Loos to Mr E.M. van Rhoon, a reception was held in 'Hotel Duta Indonesia' (the former 'Hotel des Indes') at Djakarta on October the 19th, 1959.

Approximately 500 guests were present at the party, amongst whom were government officials and representatives of all important business houses.

The photographs show Mr & Mrs De Loos and Mr & Mrs Van Rhoon welcoming a member of the Indonesian Supreme Court, Dr M.H. Tirtaamidjaja and his wife, and a general view of the party.

\* \* \*



### IN MEMORIAM

The sad news has reached us that Mr C.C. Kooman, (Chief Engineer, retired), passed away in Holland on the 18th of November, 1959, at the age of 66.

Mr Kooman's seafaring career with J.C.J.L. began in 1911 and lasted until 1939.

Mr H.E. Rouffaer attended the funeral at Westerveld on behalf of the Company.

MAY HE REST IN PEACE

## JUBILEES

Mr W.M. de Haan will commemorate his 25th anniversary with R.I.L. on November 30th, 1960.

Furthermore the following anniversaries will be celebrated during 1960:

### 40th Anniversary

Mr E. Marrec (Amsterdam H.O.)	13th August
Mr G.C. Mann (Amsterdam H.O.)	28th December

### 25th Anniversary

Mr J.S. Thorpe (Sydney)	17th April
Mr B. Kragt (Chief Engineer)	30th May
Mr Kastoeban (Tg. Priok)	1st June
Mr A.G. de Rooy (Amsterdam H.O.)	23rd July
Mr P.V.C.E. Liebenschutz (Home leave)	25th July
Mr J.P. du Bois (Chief Engineer)	3rd August
Mr Ling Sin Chow (Djakarta)	20th August
Captain S. Jochems	23rd August
Mr Lau Sang (H.K. M.H.)	22nd December

## NEW PERSONNEL

A hearty welcome is extended to Mr P.J.M. Buysrogge, Electr./3rd Engineer, who recently took up employment with R.I.L.

## EXAMINATION RESULTS

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

Mr W. Lautenbag	2nd Officer	I	18-11-59
„ J. Haitsma	3rd „	II	5-11-59
„ F.A. Herkenhoff	„ „	Pr. II	27-11-59
„ H. de Meyer	„ „	Th. I	3-11-59
„ J.B. West	„ „	Th. II	1-12-59
„ G. van Beek	3rd Engineer	B	16-11-59
„ H. Brinkman	4th „	A	17-11-59
„ N.M. Melieste	„ „	A	2-12-59

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

Mr A.J.C. Veltman	2nd Officer	own request
„ J.F. van Dam	Hairdresser	„ „

## TRANSFERS OF CAPTAINS & CHIEF ENGINEERS DURING DECEMBER 1959

Captain E.M. Drukker was posted to m.v. TJSADANE.

Captain H. Klein is awaiting a new command.

Mr M. de Groot, Chief Engineer of m.v. TJIMENTENG went on Home Leave.

Mr D.H. Meinen, 2nd Engineer, was posted to m.v. TJIMENTENG as acting Chief Engineer.

## CREW OF M.V. STRAAT CLEMENT

To man m.v. STRAAT CLEMENT, the following Chinese crew were directed to Amsterdam in a chartered K.L.M. plane, which left Kai Tak, on 2nd December, 1959 (arrival Amsterdam 3rd December, 1959).

Deck Department	20 men (Boatswain Yiu Kwong—耀光)
Engineroom Department	16 „ (No. 1 Fireman Lam Choy—林財)
Catering Department	13 „ (Ch. Steward Shum Wai—岑維)

In the aforementioned plane also travelled to the Netherlands:

Messrs A. van Os, M.L.v.d. Arend, F.C.M.v. Wensveen, P. Buffart, B.F. Mees, A.J.v.d. Kaay, J.C.P.v. Diepen and Mrs P. Sluiter and daughter, who went on leave.

## LEAVE

The following personnel went on leave:

Mr A. van Os	2nd Officer
„ M.L.v.d. Arend	4th „
„ P. Buffart	„ „
„ B.F. Mees	„ „
„ F.C.M. van Wensveen	„ „
„ M. de Groot	Chief Engineer
„ H. Paase	3rd „
„ J.H. Kokshoorn	Electr./3rd Engineer
„ A.J.v.d. Kaay	Chief Steward
„ E. Boevé	Adjunct Chef
„ J.C.P. van Diepen	Hoofdemployé
„ S. Bennema	Employé
„ J.M. Feringa	„

Mr W. Lautenbag, 2nd Officer, returned from leave and was posted to m.v. STRAAT JOHORE.

