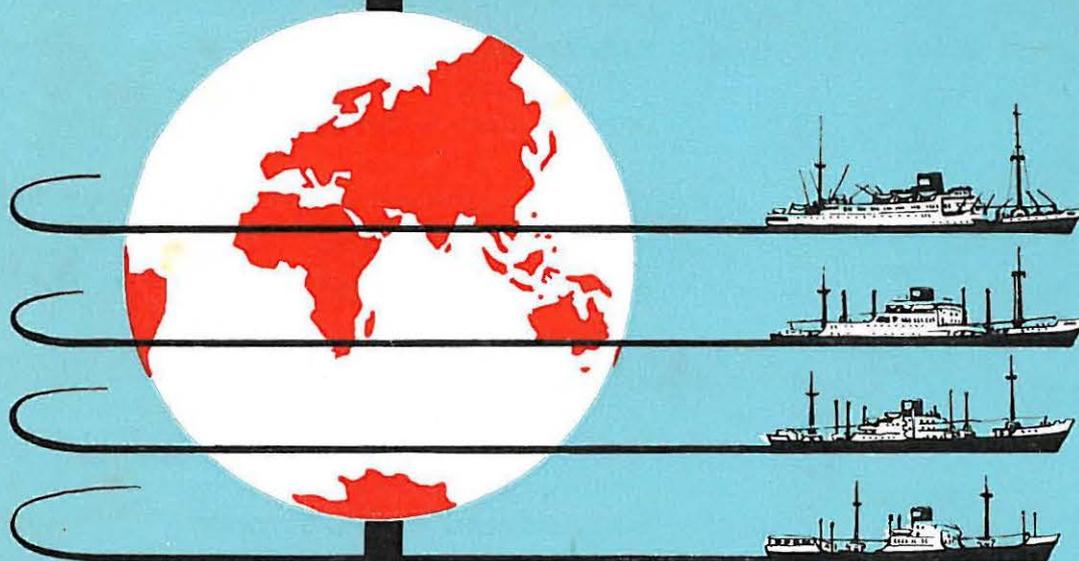




# RIL *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VII. No. 10. October, 1960

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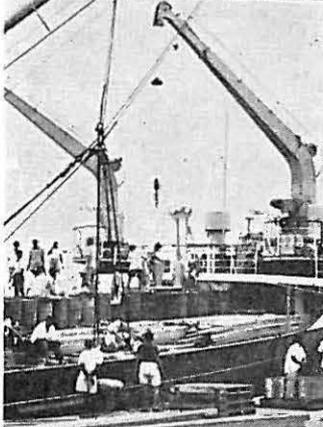
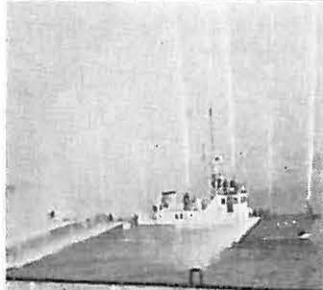
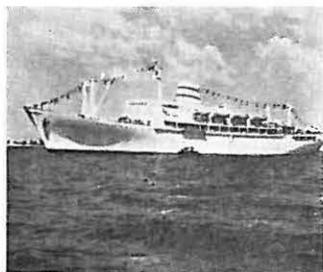


# R.I.L. Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE  
**ROYAL INTEROCEAN LINES**

P. O. BOX 725

HONG KONG



## FROM THE EDITOR

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. . . an interesting account of a recent holiday trip to Israel.

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#### JAPAN WELCOMES M.V. TJIWANGI

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#### An (ILLUSTRATED) ADVENTURE IN GASTRONOMY

. . . on board the TJIWANGI at Sydney in August 1960.

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#### R.I.L. ACTIVITIES

This time illustrated with photographs contributed by R.I.L.'s Singapore Agents.

We regret that owing to a number of last minute "musts", the Mariner's column "spray" has to be kept on file.

### IN THE NEXT ISSUE:

— A Report on the farewell luncheon offered to Mr J.M. von Glahn, Chief Engineer of m.v. TJIMANUK, at Capetown on August 28th.

— Sports on board, and a report on the yearly walkathon organized by the R.I.L. Sports Club Hong Kong.

### R.I.L. SOCIAL CLUB, SYDNEY

The *R.I.L. Post* has been advised that recently the R.I.L. Social Club, Sydney, which aims to promote and organize Social, Sporting and Educational activities among its members, has been formed. No doubt readers will hear more of this new Club insofar as its activities are of interest to R.I.L. in general.

## THE CREW OF S.S. TJIBESAR

IN the course of 1946 S.S. TJIBESAR made a trip from Europe to the Far East for the Holland East Asia Line.

At the time this vessel, which had just been redelivered from wartime service, carried Dutch petty officers and ratings. However, shortly before her departure from Europe, the Dutch merchant seamen went on strike, so that a Belgian crew was found for her in Antwerp. On arrival in Hong Kong the Belgians, who were replaced by a Chinese crew had to be repatriated.

The Hong Kong office not being able to find passages telegraphed Batavia for permission to send them per S.S. TJIBADAK to Java for repatriation to Europe.

In those days, owing to the fact that large numbers of Dutch people who were interned during the war had to be evacuated, not a single passage from Java to Europe was obtainable.

However, for inexplicable reason Hong Kong's telegram was replied to in the affirmative, and only some days later, when we in Djakarta received the sailing telegram of S.S. TJIBADAK from Hong Kong, did we suddenly realize that these Belgian crew members were on board!

On arrival in Batavia, we were fortunate enough to find accommodation for them in evacuation centres of the Dutch Government; to find berths for them on a vessel to Europe, however, was another matter. First we found a British vessel, which during the war had carried troops, and which still had a number of bunks.

Her Agents were prepared to accept our passengers, but to our dismay the Captain absolutely refused. The reason was that when S.S. TJIBADAK on her voyage from Hong Kong to Indonesia had called at Macassar, the same British vessel was also lying in that port, and a celebration between British and Belgian sailors in some inexplicable way had ended in a "free for all", resulting in some British sailors being retained in hospital for a number of days.

Under these circumstances it was understandable that the Captain of the British vessel objected to having such tough customers on board.

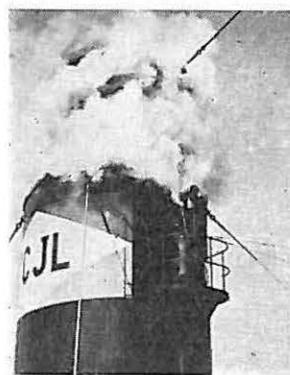
Meanwhile, having nothing to do, our Belgian friends became more and more of a nuisance.

I remember that one day the Company's accountant came running up the stairs with some Belgians behind him, who had threatened to bash his head in, if he did not immediately grant them further advances. Another time they threatened to throw a typewriter out of the window into the street below.

Finally on a Saturday afternoon, by sheer luck, it came to our notice that one of the Dutch evacuation ships, scheduled to sail next day, still had about 100 empty berths. By putting up a sob story and telling the Captain about the hardships of these poor Belgians, we persuaded him to take them on board. It being Saturday night, we had a difficult time to locate our friends and tell them the good news; however by 10 o'clock we had most of them together.

They then told us that it was impossible for them to leave the next day, unless we could advance them the necessary money, for each and every one of them was considerably in debt, while they also needed some cash on board.

(Cont'd. on next page)



58 YEARS

J.C.J.L./R.I.L.

On September 15th, 1902, the Java-China-Japan Lijn N.V. was founded.

About 45 years later, on September 2nd, 1947, the metamorphosis of the J.C.J.L. into the Java-China-Paketsvaart Lijnen N.V.—a consequence of the amalgamation of the ocean going services of the N.V. Koninklijke Paketsvaart-Maatschappij and the original company—was confirmed by notarial act.

Subsequently, it pleased Her Majesty Queen Wilhelmina of the Netherlands to bestow the prefix "Koninklijke" ("Royal") on the Company, which then changed its name to Koninklijke Java-China Paketsvaart Lijnen N.V.; at the same time the trade name "Royal Inter-ocean Lines" was adopted.

We recall the above on the occasion of the Company's 58th anniversary, and wish RIL many years of prosperity and expansion.

To mark the event on September 15th, Managing Directors had luncheon together with the entire staff of Hong Kong Head Office.

\* \* \*

We also avail ourselves of this opportunity to extend our sincere congratulations to Jhr. I.H.A. Backer, Delegate Member of the Board of Directors, on the occasion of his 70th birthday, which fell on the same date as the "birthday" of our Company.

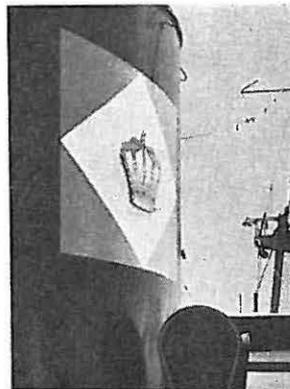
### 公司成立五十八週年

前渣華輪船公司創立於一九零二年九月十五日約四十五年之後與KPM公司海外航線合併之法律手續完成而有今日之盛況，威廉姆娜女皇陛下御賜「皇家」榮銜於公司名稱之前，並正式啓用英文：Royal Inter-ocean Lines. 之名。

本刊欣逢公司成立五十八週年之日特爲文以誌之。並祝公司前途繁榮及業務擴展。

爲慶祝此週年紀念日，常務理事特與香港總行全體同人共聚午餐誌慶。

是日適爲董事碧架先生七秩華誕，吾人謹藉此機會深致賀忱。



Cont'd from page 147.

It did not prove to be an easy matter to raise this money on a Saturday night, and I remember that Mr. Ling Sin Chow the Chinese Passenger Agent, and the "Kastelein" (Administrator) of the "Harmonic" (at the time a well known Social Club) had to come to our assistance.

One of the greatest problems in those days just after the war was transportation; no taxis or any other form of conveyance were available, while not later than 7 o'clock next morning we had to deliver the 50 Belgians in Tandjong Priok.

However, this matter was solved by our Passage Manager, who simply phoned The Royal Netherlands Navy and asked the officer on duty for 2 trucks, adding that the Dutch Merchant Navy during the war had done very much for the Royal Navy, and now the time had come to reciprocate!

One can imagine that it was quite a relief when we heard over the address system of the evacuation vessel the following morning: "and now the Belgian evacuees are coming on board".

The Captain of the vessel later reported that they had been exemplary passengers, who made themselves useful by doing all kinds of odd jobs. This proves the truth of the old proverb: "Idleness is the parent of vice".

## PICTURE OF THE MONTH

taken by

Mr Wong Siu Chan

Chinese 2nd Purser m.v. TJIWANGI



This photograph shows Japanese ladies performing traditional folkdances aboard the TJIWANGI at Kobe.

Mr Wong will receive the usual award.

### m.v. Straat Cumberland

When on September 9th the R.I.L. Hóuse flag was hoisted on board the new m.v. STRAAT CUMBERLAND at Rotterdam, she became the 50th vessel flying these familiar colours.

We are proud to welcome STRAAT CUMBERLAND to the fleet, and wish her "Bon Voyage".

STRAAT CUMBERLAND is a sistership of STRAAT CLARENCE (1959) and STRAAT CLEMENT (1959), and we are now awaiting the fourth unit in the C-class - STRAAT CHATHAM, - whose keel will be laid on or about November 1st. The main particulars of these vessels are:

(figures: STRAAT CLARENCE)

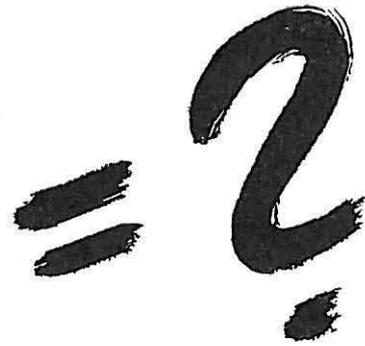
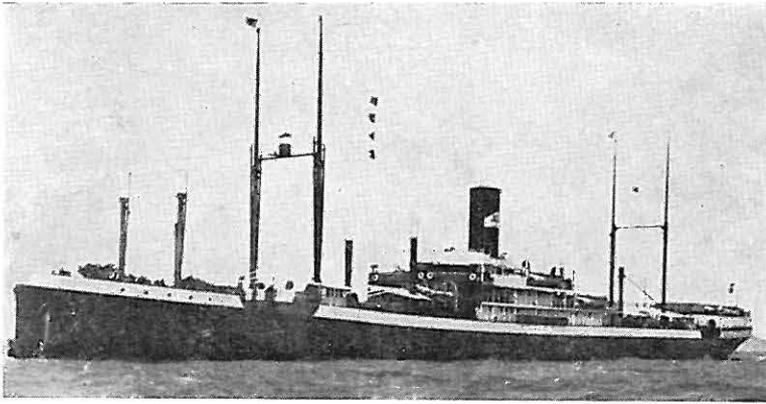
length overall  
454.66 ft.  
extreme breadth  
61.88 ft.  
summer deadweight  
9744 t.  
gross register tonnage  
7453 t.  
bale space  
380 637 cft.  
reefer space  
42.621 cft.

passenger accommodation  
12 berths

The propelling machinery consists of a Smit-Burmeister & Wain direct reversible, single acting two-stroke, crosshead-type, 6 cylinder engine, giving the vessel a service speed of 16 knots.



## SHIPS OF YESTERYEAR



The "Ship of Yesteryear", published in the September issue of the *R.I.L. Post* was, of course, s.s. Tjimanok, a sister ship of s.s. Tjitaroem (1910), which was the "Ship of Yesteryear" in the June-issue of the *R.I.L. Post*.

s.s. Tjimanok, delivered in June 1911, was built by Fijenoord, Rotterdam. She had a gross registered tonnage of 5,620, summer deadweight of 8,650 tons, and balespace of 405,225 cft. The old Tjimanok was therefore considerably bigger than her namesake, m.v. Tjimanuk (1959), which has a gross registered tonnage of 3,674, summer deadweight of 4,291 tons and balespace of 184,908 cft. (excluding 14,328 cft. reefer space).

s.s. Tjimanok, sold to a scrapyard at Gent in 1948, was

the eighth of the J.C.J.L., the first seven vessels being: s.s. Tjipanas (1903), s.s. Tjilatjap (1903), s.s. Tjimaht (1903), s.s. Tjiliwong (1905), s.s. Tjibodas (1906), s.s. Tjikini (1907) and s.s. Tjitaroem (1910).

The winner, decided by means of a draw of the correct entries, is Mr Allan F.L. Kwok (HK HO AP).

Congratulations Mr Kwok, the prize of HK\$25 has been remitted.

The vessel shown in the above photograph was one of the few J.C.J.L.-ers which was constructed as well as scrapped in the Netherlands. If you think you can recognize her please write to the Editor, who would like to receive your entry by 20th October.

### A FORMER R.I.L. CAPTAIN WRITES . . .

One who has Retired In Loco after a life devoted to serving those who Relax In Luxury, thereby Relinquishing Individual Liberty etc. etc., may well be excused for indulging a little in the pastime that his former Company has chosen for its slogan.

So it came to pass that your correspondent one bright day was presented with a free ticket on the Z.I.M. (Israeli) Lines from Rotterdam to Israel and back to N.W. Europe. As insiders will immediately note, they played safe and saved us the trouble of reading the fatal small lettering on the back of the ticket, as usual exempting the steamship company from anything bar plain wilful murder and/or having to work one's passage down. Anyway, to be a passenger on a cargo-vessel is already better than having to lounge in a lounge dressed up in a lounge-suit, but on both m.v. RIMON and m.v. NETANYA it was relaxing to a point where one thought up excuses for deserving all that.

One immediately became part of a happy though rather busy family life; some of the officers and some of the crew had their wives and children on board, creating that homely atmosphere of knitting, coffee-making, gossip and dogfights in the lower age-brackets that never was ours when we sailed the seven seas. Besides, Israelis are a democratic people, and not in theory only. But what is

even more amazing is that the ship's discipline or running does not suffer from it, on the contrary: Israeli ships are very well run and everyone works hard and steadily for many hours longer than we would think we owed the Owners.

Through lack of trained personnel and a strong tendency to find a job ashore once married, most ships are understaffed. The catering, deck and engine departments all suffer from it, the former most, the latter may be least, to such an extent that ships' cooks form the only exception to the General Work Agreement drawn up by the Seaman's Union, an all-encompassing trade-union in which the various departments form the corresponding sections. The GWA also stipulates the permission for wives to make the trip with their husbands, which in the case of ratings is earned only after serving the same company for three consecutive years. The amenities connected with foreign currency for seafaring men and the rigid currency-control in Israel itself, together with the spirit of adventure rife in youth, still make the younger people take to the sea. But a good Israeli is a family-man, and since people marry young over there it is only the outcome of an unfairly matched tug-o-war that decides if he will sail indefinitely.

(Cont'd. on next page)



The official opening of the Netherlands Parliament takes place every year on the third Tuesday in September, when H.M. Queen Juliana delivers the Speech from the Throne. The photograph shows Her Majesty leaving the historic Knights' Hall after last year's ceremony, to drive in the Golden Coach through the streets of The Hague.

*Cont'd. from page 149.*

So most of the officers are young, and quite a few Captains are in their early thirties. Others, and some Chief Engineers, are quite senior and father their boisterous and impulsive brood of youngsters. Both deck and engine officers join in the work of the crew when necessary, which can be quite often when for example a 5000 tonner only carries one AB, seven OS and a boy!

A description of the Holy Land would take us too far afield, so we will not even attempt one. Suffice it to say that after nearly fifty years, for the first time we regretted having played truant from Sunday School when our unsuspecting parents sent us there to be taught the history of Christianity.

The cities have assumed the appearance of the European cities their inhabitants used to live in; the three main cities: Tel Aviv, Jerusalem and Haifa have each a distinct personality of their own. Needless to say, Haifa snorts at the snobbism of Tel Aviv, which in turn looks down on the sea-infected energy and expansionism of Haifa, while both love the atmosphere of Jerusalem with its University and consequent student life.

Apart from the climate in early summer, and the sun

which we needed so much after a winter in the Netherlands, there is much to be admired in Israel. The ultra-nationalism may sometimes irk, but when one looks closely one finds that it's genuine and that people are willingly making sacrifices for their nation. The young, both boys and girls, serve in the forces for more than two years, and apart from basic training as a soldier they all learn a trade and serve on the land for a part of their time. Morals are strictly observed, and leaders are handpicked for moral and mental qualities rather than for what their fathers spent in money on their education. There is no draft-dodging; that would cause one to be ostracised for life.

Before getting lyrical about the full moon over Lake Tiberias or the awe-inspiring rock formations in the Negev we should let one cat out of the bag: Israel is an expensive country for visitors from Europe. Its currency has the buying power of the guilder but one pays nearly two for one Israelian pound. And that applies only to local products; anything imported costs twice as much again. So the tourist should adapt himself to buses and cheroots and shared taxis. He should try local food like fallafel and humus for a change and for economy. Do as the people do, and though one may spend a little more than one intended to, one will come away declaring every agora and every rega well-spent.

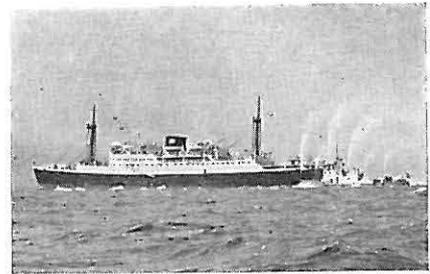


*A handsome big bouquet for the Captain! Capt. J.M. de Bruijn, Master of m.v. TJIWANGI — and obviously a big hit with the younger set — receives a bouquet from little Miss Kyoko Iijima, age six, on board the vessel at Tokyo.*

## JAPAN WELCOMES TJIWANGI

To give readers an overall impression of this event, we reproduce a small selection of photographs, which show from top to bottom:

- *A band composed of high school boys and girls performing on the quay at Yokkaichi upon arrival.*
- *Water display by the fire boat "MEIKO MARU" at Osaka.*
- *Reception on board the vessel at Tokyo; from l. to r. Mr T. Okazaki, Capt. J.M. de Bruijn, Mr A.A.J.B. Masseur and His Excellency L.R. McIntyre, the Australian Ambassador to Japan.*
- *Passengers and hosts upon arrival at Yokkaichi.*
- *A brass band performing upon departure at Kobe.*



# AN ADVENTURE IN GASTRONOMY

ON a fine August evening in Sydney, aboard the floodlit *TJIWANGI* – the day she arrived on her inaugural voyage in the new Australia-Japan-Hong Kong-Australia express service – numerous guests attended a buffet supper party, which could rightly be called “an adventure in gastronomy”.

From the time *TJIWANGI* left Hong Kong, the Catering Department on board, headed by genial Maitre d'Hotel Yip Pak (葉北), assisted by able Chef Mok Yuen (莫元) and his henchmen, and guided by one of the Company's culinary experts: Instructor J. Kroon, did their utmost to make this and similar parties at Melbourne and Brisbane a complete success.

The buffet table – offering delicacies from the larders of the world – practically occupied the entire front verandah, only leaving sufficient space for the guests to admire, and make their selection.

The beautifully decorated dishes were interspersed with ingeniously concealed coloured lights, and two black swans with shimmering gold on their silken ‘skins’, which feature in the history of the Commonwealth of Australia, seemed to be majestically floating in between. Near the centre was a large golden-coloured cornucopia, from which flowed a stream of Australian fruits as well as nuts and chocolates. Behind the buffet table stood a pedestal, on which was a large basket of flowers flanked by the flags of the countries served by the new service, and in the midst of which the R.I.L. flag proudly stood out.

And now we shall see what kind of delicacies were awaiting the guests.

For those who liked sea food there were Sydney Rock Oysters on half shells, Caviar on Ice, Tasmanian Lobster en Bellevue, King Prawns in Aspic, and Poached Canadian Salmon à la Parisienne.

For those who wished to follow the sequence of a "Victorian" dinner, there were cornets of smoked salmon, marinaded mushrooms, stuffed eggs and thin triangles of ryebread with cream cheese. More mundane "small-chow", such as hot Dutch meat savouries, fried prawns, salted cashew nuts, krupuk—curly-wafers of pulverized shrimp dipped in boiling oil—and other varieties were served to the guests with their drinks.

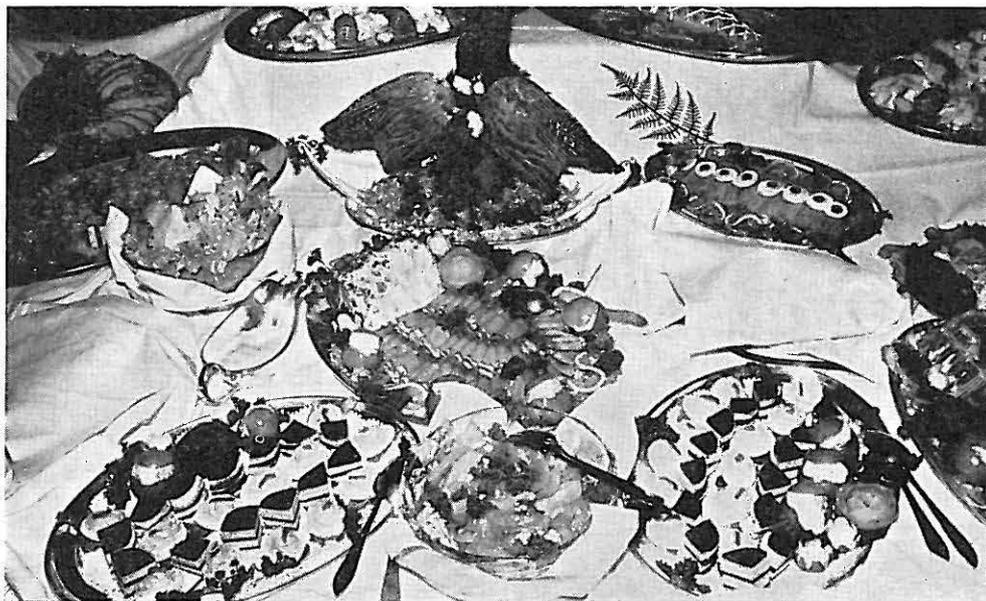
For those still following the "Victorian" order, there was real turtle soup, which, for many of the Australian visitors, was a "first".

After savouring from the above, the choice became rather difficult in the sense that whatever was offered was so succulently presented, that many guests could not decide right away. There were delicious thin slices of Boiled Ham Française, thick juicy slices of Roast Sirloin and Beef Pompadour; Chaud Froid of Chicken, Pheasant Decoré, Paté de Foie Gras Strasbourgoise, Roast Turkey à l'Escoffier, Galatine of Veal with Truffles, exotically made-up roast sucking pigs, and large silver platters of golden Australian asparagus.

To add to the above, there were various kinds of salads to choose from, namely Indian, Waldorf, Tuna fish, Lettuce—Tomato and Cucumber salad.

To end on a sweet note, a choice could be made from half a dozen kinds of compotes and ice-creams, while beautifully decorated petit-fours were artistically exhibited around the replicas of a large illuminated Dutch windmill and the famous pagoda in the well-known Tiger Balm Gardens in Hong Kong, both painstakingly made of sugar by the ship's pastry-cook.

We have no doubt that these parties will long be remembered by all guests, to whom it was shown that to travel by R.I.L. ensures not only a comfortable trip, but also an exciting adventure in gastronomy.

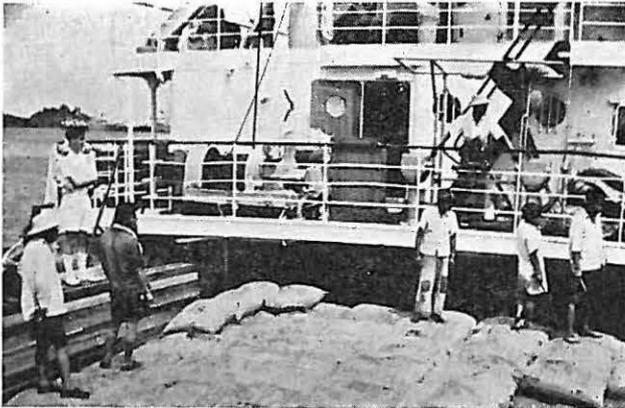


It gives us great pleasure to announce that Mr Bruce H. Polain of R.I.L.'s Sydney office, who submitted the photograph shown on the opposite page, is the winner of the photo contest announced in the July issue.

Well done, Mr Polain; the prize of HK\$75.— has been remitted.

We wish to thank all others who took part in this contest, and in particular Mr J.S. Thorpe, also of R.I.L.'s Sydney office, who sent us the photographs reproduced on this page.





## R.I.L. ACTIVITIES

m.v. *Straat Cumberland* left Rotterdam for Mombasa (in ballast) on her maiden voyage on September 10th, and is now loading in the Mombasa-Durban range. Vessel will sail fully loaded from Durban mid October for New Zealand and Australia.

In order to meet modern travel-requirements, the five passenger vessels at present employed in ASAS Express, m.v.s. *Boissevain*, *Ruys*, *Tegelberg*, *Tjitjalengka* and *Tjinegara*, will be airconditioned throughout their first class accommodation in the course of 1961.

The three first mentioned sister ships will also undergo a modernising "face lift" as far as interior decoration and sanitation is concerned. The first class accommodation will be enlarged by the addition of a number of cabins. For this purpose each vessel in turn - starting with m.v. *BOISSEVAIN* in February 1961 - will be taken out of service for a period of 3 months.

For the duration of this modernisation programme, m.v. *Tjisadane* will return to ASAS Express employ as "replacement" vessel.

m.v. *Tegelberg*, en route from Rio de Janeiro to Cape Town, at the urgent request of the South African Government called at Tristan da Cunha on September 11th to embark the seriously ill wife of Mr John Olszewski a South African meteorological official. Mrs Olszewski disembarked in Cape Town. The *R.I.L. Post* wishes her a speedy and complete recovery.

m.v. *Straat Cook*, under the command of Captain J.R. Ezendam, on July 13th successfully carried out the rescue operation of a man in a small boat which was in difficulties 14 miles south of Fawknor Beacon (near Melbourne).

m.v. *Van Neck* sailed from Singapore to the Fiji Islands and New Zealand on August 13th a full ship, with moreover a considerable quantity of deck cargo.

The photographs at the left show part of the cargo on deck.

Likewise m.v. *Straat Johore* sailed from Singapore to Australia on August 18th with most of her deck space taken up by timber and two launches. The photograph at the right was taken when loading at Singapore was in full swing.

## THE TJI-CUP FOOTBALL TOURNAMENT 1960

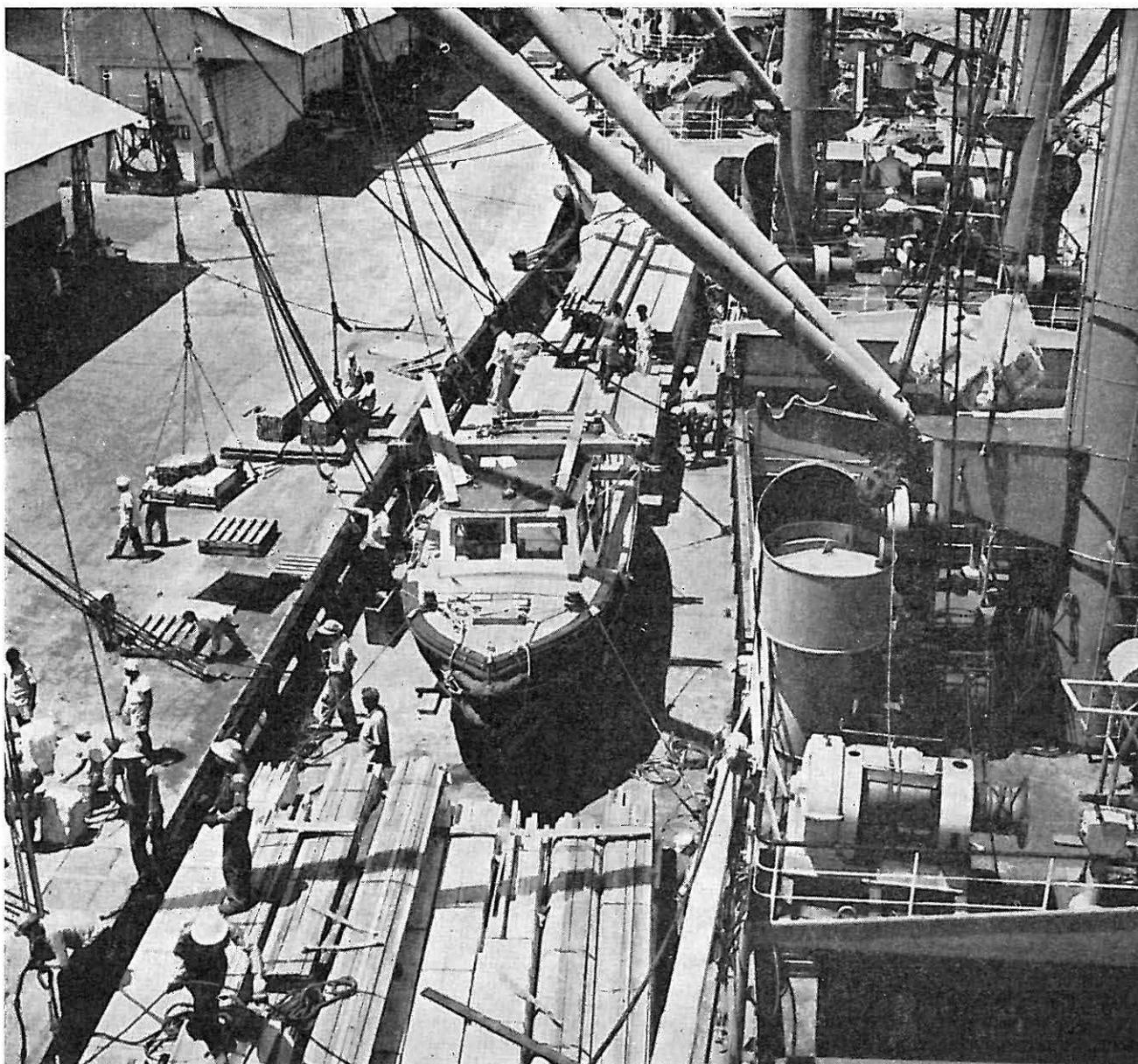
The Tji-cup tournament, initiated in 1952 when Mr A.H. Veltman made the "Tji-cup" available for the winners of the annual football tournament in which teams from Taikoo Dockyard, A. Wing (R.I.L.'s stevedores in Hong Kong), Hong Kong University and R.I.L. Sports Club take part, entered a new phase on Sunday, September 18th, 1960.

The original cup came into the final possession of Taikoo Dockyard's team in April 1959 when they won the cup for the fifth time, and that could have meant the end of the annual meeting between the four teams. However, since the tournament had become very popular among the

participating teams, Mr R.B. Bell, General Manager of the Taikoo Dockyard and Engineering Company of Hong Kong Ltd., intimated that the "tournament should go on", and that he would donate a new cup for this purpose.

It was thought that the new cup would be known as the "Taikoo-cup", but when Mr R.B. Bell indicated that he would prefer that the name of the new cup would be linked with the original tournament, it was ultimately agreed that the cup would again be named "Tji-cup".

At the same time, Mr A.H. Veltman once again contributed to the success and interest of future tournaments by presenting a cup for the runner-up, who, in the past, had always gone home empty-handed.



Furthermore the tournament rules were revised and a new system, under which each team meets each of the three other teams on the tournament day in matches of  $2 \times 20$  minutes playing time, was introduced. This proved to be a change for the better, giving added interest to the tournament.

The first of Tji-cup tournaments "new style", played on September 18th, 1960 ended in a resounding victory for the young and nicely streamlined **A. Wing** team, which won all its three matches (4-0 against R.I.L., 4-1 against H.K.U. and 1-0 against Taikoo), and thus became the first team to have its name engraved on the new

"Tji-cup". Taikoo, once again fielding a strong team, which was only very narrowly beaten in the final match against **A. Wing**, won the Runner-up cup, by beating H.K.U. 5-0 and R.I.L. 2-0. H.K.U. gaining a 1-0 victory over R.I.L., took third place, and our own **R.I.L.** team was fourth and last although admittedly they were unlucky to lose their last match against H.K.U.

In his speech, preceding the prize-giving, Mr Veltman reviewed the past Tji-cup tournaments and pondered on the future; he congratulated the winners and runners-up, thanked the team of four referees for their valuable assistance, and praised the very pleasant sporting atmosphere in which the games had been played.



### RENOVATION OF THE OFFICE OF THE MANAGER FOR HONG KONG & CHINA

When, in 1958, the old King's Building (well known as K.B.), in which the Manager for Hong Kong & China had his office, was demolished to make way for a new building, R.I.L. moved their local office temporarily to Alexandra House, occupying rooms on the ground and mezzanine floor.

When, subsequently, it was decided to have the office remain permanently in Alexandra House, it became apparent that in view of the increased activities the accommodation occupied was far from adequate.

Additional space was obtained on the first floor, and renovation and redecoration of the office premises commenced in April last. This "face-lift" took about four months to complete, during which period business was carried on as usual, though of course under somewhat difficult circumstances.

On the 29th of July, 1960, the office was officially re-opened by Managing Directors. Mr A.H. Veltman, officiating at this gathering, expressed words of appreciation for the work accomplished.

Mr P.A. de Loos, the then Manager for Hong Kong & China, in return thanked Managing Directors for the generous grant to make this renovation possible, adding that he was confident that the modern surroundings would be an inspiration to all concerned.

After the official opening ceremony, the event was celebrated with a Chinese luncheon held at one of the well-known local restaurants. The following day an "Open House" cocktail party was given, which was attended by many business relations. *The photograph shows the new Passage Dept.*

### IN MEMORIAM

It is with deep regret that we report the death of Mr Menno Simon Wiersum—Officer in the Order of Oranje Nassau—on August 29th in Yokohama at the age of 82.

The late Mr Wiersum before the war during a long period looked after J.C.J.L. interests at Yokohama and was well known to many members of the RIL staff ashore and on board.

The late Mr Wiersum, who lived in Yokohama for 56 years, was a much respected and most unassuming person, esteemed by all who had the privilege of knowing him for his uprightness and cosmopolitan spirit.



### K.N.M.I. AWARDS

On August 20th the Director of the Royal Netherlands Meteorological Institute (K.N.M.I.), during a ceremony held at De Bilt, in the Netherlands, presented awards to Captains and Officers who distinguished themselves on the field of Meteorological observations.

In his speech the Director stressed the fact that more than 3000 selected ships of all the seafaring countries of the world contribute to the research and practical application of maritime meteorology, which is an ideal example of international cooperation.

It gives us pleasure to announce that R.I.L., as one of the 14 Dutch companies participating in this scheme, was well represented on the honours list.

Captain C.H. Gosselink (see page 128 of August issue) and Captain H. Prins were both awarded the silver meteorological medal, whilst the following officers received the meteorological award, a barometer: J.B. West, C. Dekker, N.P. Dekker and A.J.C. Veltman. The latter recently left R.I.L.

*The photograph shows from left to right: The father of Mr J.B. West, Mr A.J.C. Veltman, Mr P.A. Vergroezen (retired Marine Superintendent of J.C.J.L.), Mrs A.J.C. Veltman, Mr & Mrs N.P. Dekker and Mr O.A. Thissen, who received the awards for those absent.*

### PERSONALITIES

Mr W.M. de Haan left Hong Kong on September 18th for a short business trip to Tokyo.

Mr A.A.J.B. Masseur, Manager for Japan, will proceed by air from Japan to the Netherlands on October 8th on Home Leave prior to retirement. Mr Masseur will stop over at Hong Kong from 9th to 12th October.

Mr C.L.C. van Kretschmar left Hong Kong on September 6th for a business trip to Japan. Mr van Kretschmar returned on September 18th.

### JUBILEES

Readers are advised that the jubilee celebration for Mr Ling Sin Chow (林杏超) HK HO PZ, who commemorated his 25th anniversary with the Company on August 20th, will take place in Hong Kong on October 25th, 1960.

### CHINESE WISDOM

君子有三變望之儼，然即之也溫，聽其言也厲  
 "A gentleman has three images. Looked at from a distance, he appears stern; when approached, he is mild; when heard, his language is firm and decided."

## SAYONARA

### MR T. OKAZAKI

who is portrayed on the photographs as:

- R.I.L.'s Japanese Manager in Tokyo,
- an Ambassador of Goodwill,
- a Friend.



The "sayonara" (farewell) party for Mr T. Okazaki was held in the afternoon of September 9th in R.I.L.'s office in Tokyo.

Apart from the Tokyo office staff, Mr W.M. de Haan, the Managers of the Japan offices and two "old-timers", namely Mr J.F. Guterres and Mr J. Milne were present.

After having handed to Mr Okazaki a letter from Managing Directors, Mr Masseur began his address by stressing Mr Okazaki's exemplary character traits and his devoted service to the J.C.J.L./R.I.L. Mr Masseur then announced that as a token of their appreciation, Managing Directors had offered Mr & Mrs Okazaki a roundtrip to the Netherlands as guests of R.I.L. Thereafter Mr de Haan, in addressing Mr Okazaki, mentioned that there actually are three Okazaki-sans in one person. Okazaki-san the Japanese Manager, Okazaki-san the Ambassador of goodwill and Okazaki-san the Friend.

As Tokyo Manager, Mr Okazaki was the first Japanese Staff member entrusted with a senior post in our organization. The excellent experience the Company had with Mr Okazaki is reflected in the present trend of gradually entrusting high positions to Staff members born and domiciled in the regions where they work. In this manner Mr Okazaki has put his indelible stamp on R.I.L.'s future.

As an "Ambassador" he promoted Japanese-Dutch goodwill and cooperation. The fruit of his activities will be apparent for a great many years to come.

Okazaki-san the Friend is esteemed and valued by everybody who knows him. Here Mr de Haan wound up his speech in Japanese, mentioning that although Mr Okazaki on this day might be leaving the office, he would never leave the place he has occupied in the hearts of his many friends.

Following this Mr Usami spoke on behalf of the Japanese staff of the Tokyo office, and Mr Sakurai on behalf of the Japanese staff in the "Kansai" (Kobe/Osaka/Nagoya region).

In reply, Mr Okazaki expressed his thanks for the cooperation and assistance received in the past, without which he could not have performed his duty; a special word of thanks went to Mr Guterres who helped him out of language difficulties in the initial stage of his career with J.C.J.L. As a final advice to the younger staff (which always occupied a very important place in Mr Okazaki's heart), he told them never to bypass difficulties because "difficulties and troubles are the mother of experience". With typical modesty Mr Okazaki enumerated the excellent qualities of his successor, Mr Usami, as compared to himself, expressing his confidence in the future of R.I.L.

Finally beautiful "Sayonara" presents from all offices in Japan were given to Mr Okazaki.

In the evening, the senior Staff members and intimate friends of Mr Okazaki attended a reception held in the Foreign Correspondents' Club, which was highlighted by the presence of His Excellency N.A.J. de Voogd, the Netherlands Ambassador to Japan.

After Mr Masseur had addressed the gathering, His Excellency the Ambassador memorized that he had known Mr Okazaki since 1930, thus only one year after he was appointed Tokyo Manager for J.C.J.L. He expressed his great pleasure that in official recognition of Mr Okazaki's services to Netherlands shipping and commercial interests, it had pleased Her Majesty Queen Juliana to create him a Knight in the order of Oranje Nassau. This announcement was very enthusiastically applauded.

Mr Okazaki thanked the Ambassador for the great honour bestowed upon

him. "It is a very great honour to me because I know that this order is usually only granted to those who have served a Company at least 40 years, whereas I served the Company for only 31 years. I have really no words which can express my feelings of thanks to Her Majesty Queen Juliana and the Netherlands Government for this honour".

After the reception, the senior members of R.I.L.'s staff went to Mr Masseur's residence where, in a festive mood, the party was continued, and congratulatory messages from all over the world were read.

*We also take pleasure in quoting contents of a letter received from Mr B. Spanjaard, Manager of the Netherlands Selling Organization, Ltd., Tokyo.*

I take it that in following tradition, the R.I.L. Post will dedicate a "sayonara" to Mr T. Okazaki who will retire from the R.I.L. in Japan after a devoted service of over 30 years.

Until the Pacific War I regret, I seldom met Mr Okazaki because I was stationed in Kobe whereas his field of activity was confined to the Tokyo Area. Yet already then I was fully aware of his fine character.

However all this was amply made up when from 1949 in Tokyo I became closely connected with the Riouw bauxite trade. From the very beginning of that period a close relationship developed between us.

In this case it was proven once more that mutual commercial interests can go very well together with personal friendship.

I shall be happy if you will kindly express in your column this brief summary of my high esteem I hold for Mr Okazaki's abilities and fine personality in all respects together with my best wishes for his future in retirement.

B. SPANJAARD  
Tokyo, August 1960.



## REPORTS FROM AMSTERDAM



A farewell reception for Mr A. Nunnikhoven was held on August 30th in the boardroom of "Het Scheepvaarthuis". Mr H.E. Rouffaer said that he was very honoured to have been chosen to address Mr Nunnikhoven, who joined J.C.J.L./R.I.L. on July 12th 1922, and therefore could look back on 38 years of service with the Company, 24 years of which he had spent in the former Netherlands East Indies.

Although Mr Rouffaer had not met Mr Nunnikhoven before the war, he had nevertheless had indirect contact with him, especially at the time when Mr Nunnikhoven was stationed in Batavia as the Secretary. The Secretary in those days was the man who knew all about the business in general, and the personnel in particular. Mr Nunnikhoven was the ideal person for this job since nobody had ever been able to extract a secret from him.

When war broke out, Mr Nunnikhoven was in charge of the Semarang office, where he stayed until the fall of Java. During the occupation he was interned and suffered many hardships. After the liberation he went to the Netherlands, and subsequently on recuperation leave, after which it was decided that he would not return to the Far East since it was only another 1½ years before he was due for retirement. On February 1st, 1947 Mr Nunnikhoven was transferred from the Home Staff to the Amsterdam Staff, where he was entrusted with the Passage Department. Everyone Mr Rouffaer continued, had the greatest admiration for the manner in which Mr Nunnikhoven had managed this Department and although he had often reproached Mr Rouffaer for the shortage of personnel and office space, he hoped that Mr Nunnikhoven nevertheless would look back with pleasure on the 14 years in the Amsterdam office, since it is a well known fact that he has many happy memories of the time spent in the East.

Finally, Mr Rouffaer, on behalf of the Amsterdam Staff, handed Mr Nunnikhoven two beautiful lamps as a tangible proof of their esteem.

In his reply, Mr Nunnikhoven said that once somebody had asked him whether he liked his permanent holiday in the Passage Dept., to which he had answered that he enjoyed his work so much that he considered working in this Department like a holiday indeed. Since in every holiday some rain must fall, he considered "cancellations" as rain. So far, unfortunately, too much rain had been falling, but he hoped for a speedy improvement.

In the evening a farewell dinner-party was held in the

On August 13th a reception was held in the Boardroom of "Het Scheepvaarthuis" to commemorate Mr E. Marree's 40th anniversary with KPM/KJCPL.

Mr van Walree, who was first to take the rostrum, said that since he was a comparative newcomer to the Amsterdam office, he felt rather reluctant to outline Mr Marree's career; on the other hand he was very pleased to do so as he was much indebted to him for his loyal cooperation, especially when he still had to get used to the "Amsterdam way of life".

He pictured Mr Marree as one of the pillars of the Africa Lines, since before the war he did quite a lot of spadework for the JAMAL (Java-Mauritius-Africa Line) which name was changed in 1937 to OJAL (Orient-Java-Africa Line). During the latter years, Mr Marree had taken an active part in canvassing cargo in Europe, in which respect he has been quite successful. Mr van Walree then expressed the sincere hope that the services of Mr Marree, who started his career early and therefore is still young, would be retained for many years to come.

Thereafter Mr Rouffaer addressed Mr Marree. He underlined Mr van Walree's words that everybody inside as well as outside the office has the greatest admiration and appreciation for Mr Marree. Mr Rouffaer then presented Mr Marree on behalf of the staff with a tangible proof of their esteem: an atlas and a tome of the "Old Christian World".

In his reply, Mr Marree said that he was very grateful for the cooperation and assistance rendered by the staff, and thanked them all for the beautiful presents.

In the afternoon, a luncheon was held in the "Groote Club" which was attended by our Amsterdam Managing Director and Departmental chiefs of Amsterdam Head Office, accompanied by their wives.

Mr Speelman, in a speech, outlined Mr Marree's long and outstanding career with K.P.M. and R.I.L., and concluded by expressing the hope that Mr Marree and his family would enjoy a cloudless future.

"Groote Club". At this dinner Mr Speelman, our Amsterdam Managing Director, recalled Mr Nunnikhoven's long and outstanding career, and the special position he held in the Amsterdam organisation. Mr Speelman concluded by expressing the hope that Mr Nunnikhoven, who had always been a great support to him, would enjoy his well-deserved pension for many years to come.

## MR P.V.C.E. LIEBENSCHUTZ

On July 25th, Mr P.V.C.E. Liebenschutz, Manager for Hong Kong and China, celebrated his 25th anniversary with J.C.J.L./R.I.L. On August 25th, after Mr Liebenschutz had returned from Home Leave, the occasion was commemorated in the renovated premises in Alexandra House.

Mr Veltman, in his address, stated that although on the one hand he found it an easy task to speak on this occasion because they were friends of old standing, on the other hand this was difficult as it would not be easy in a few words to do full justice to Mr Liebenschutz's services to R.I.L. in the past.

Speaker then proceeded by outlining Mr Liebenschutz's career, which started in Batavia in 1935, and subsequently brought him to Amoy ('35 - '37) and Hong Kong ('37 - '40). In June 1940, after the Netherlands had been invaded, Mr Liebenschutz felt it his duty to volunteer for service in the Royal Netherlands East Indian Army (KNIL); however, he returned to the Company at Batavia in November. After internment during the war, Mr Liebenschutz was in Swatow ('47 - '48), Amoy ('48 - '49), Surabaya ('50 - '51), Kobe ('51 - '54), and barring his frequent business trips, since 1955 in Hong Kong. Mr Veltman considered Hong Kong a very suitable place for Mr Liebenschutz to celebrate his jubilee, since here he had so many old, good friends, people who know him from 1937.

Mr Veltman, continuing, spoke highly of Mr Liebenschutz's renowned hospitality, his friendly personality and his excellent relations with people in all walks of life, characteristics which are so very important if one wishes to make a success of the business.

Mr Veltman also spoke of Mr Liebenschutz's qualities as an inspiring leader, the close ties with his subordinates and the excellent relationship with Chinese Agents and the two Principals, H.E.A.L. Rotterdam and R.I.L. Head Office Hong Kong.

In conclusion, Mr Veltman thanked Mr Liebenschutz – also on behalf of his colleagues – for all his hard work for the Company. After having also welcomed Mrs Liebenschutz, Mr Veltman then presented Mr Liebenschutz with the Company's memento – a gold wrist watch.

Mr van Lohuizen, HK MH's Assistant Manager, then addressed Mr Liebenschutz and presented him, as a token of esteem by all staff, with a memento.

Mr Liebenschutz thanked everyone for the very nice words and beautiful presents. Said Mr Liebenschutz "when looking ahead, 25 years is a long period, but when you look back on it, it is a very short spell". He then recalled the old days when J.C.J.L. hardly counted in the international shipping world. Today we have a strong company which is respected wherever our ships ply, and certainly R.I.L. views are fully taken into consideration in any Conference of which R.I.L. is a member.

The past 25 years had not been a bed of roses, but this is no doubt the case with all of us. Speaker continued by stating that he was satisfied that he had done nothing but his duty, adding that if it was up to him, he would very much like to do it all over again.

He thanked everyone for their cooperation, and expressed his confidence that with the same good cooperation, the Company would prosper. Concluding his speech, Mr Liebenschutz proposed a toast to the everlasting prosperity of R.I.L.

On August 23rd Captain S. Jochems, Master of m.v. Tjitarum, celebrated his 25th anniversary with J.C.J.L./R.I.L.

The occasion was marked by a gathering onboard m.v. Tjitarum in Hong Kong on August 19th, which apart from the Etat-Major of the vessel was attended by Mr A.H. Veltman; Mr J.C. Zwan, Chief Administrator; Mr R.D. Koolhaas, General Superintendent, Mr P.V.C.E. Liebenschutz, Manager for Hong Kong and China, a number of departmental chiefs of HK.HO, and other well wishers from ashore.

Mr Veltman addressed Captain Jochems and said that since he had known the Captain for so many years, he was happy to be in the position personally to address him. He recalled the career of the Captain, who joined J.C.J.L. in 1935, and made mention of his war time service record at sea.

Mr Veltman also recalled the fact that a few days after his appointment as Captain in 1956 he had proved his worth to hold this function, namely by taking the right decisions to extinguish a fire in s.s. Tjiponok, for this Captain Jochems at the time had been specially commended by Managing Directors. Speaker subsequently described Captain Jochems' abilities as an excellent navigator and his noteworthy capability to understand, and be understood by the younger generation.

Mr Veltman in thanking Captain Jochems for his loyal services during the past 25 years, expressed the hope that he would be with R.I.L. for many more years to come. He then presented Captain Jochems with the Company's memento – a gold watch.

Captain Jochems in thanking Mr Veltman for his kind words stated that he had always enjoyed working for J.C.J.L./R.I.L. Captain Jochems in following up a remark made by Mr Veltman – namely that with the growth of the Company, the J.C.J.L. family-like-atmosphere whereby everybody knew every one else had of necessity disappeared – said that although this might be the case, he did not see any reason why the old J.C.J.L. spirit should not also prevail in the present organisation. He concluded with a toast to a prosperous future of R.I.L.

On behalf of the Officers of m.v. Tjitarum, Mr J. Stoop, Chief Engineer of m.v. Tjitarum presented Captain Jochems with a memento with inscription, and read congratulatory telegrams received.



Happy gathering on board m.v. Tjitarum.



Manila port, South-harbour, is shown in this month's reproduction in our series of aerial photographs of ports regularly called at by R.I.L. vessels.

Visible are, from left to right, the three most important piers; Pier 5, under construction, and Pier 9 and Pier 13, which have 4 berths for ocean-going vessels each. Pier 7 is being demolished.

### NEW PERSONNEL

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

Mr A.M. Hoogland	4th Off.	Mr J.M. de Klerk	Appr. Eng.
" W.H.C. Wijnhorst	" "	" I. Kloosterman	" "
" R. Dissel	5th Eng.	" J.H. Koning	" "
" J.W. Gestel	" "	" A.L. Malcontent	" "
" J. Sizoo	" "	" H.W. Nieuwenhuysen	" "
" A.C.H. Schrijvers	" "	" J.C.M. Noordermeer	" "
" B.S. de Vries	" "	" J.J.G. Rijnders	" "
" V.M. Adels	Appr. "	" D.Th. Rijshouwer	" "
" P.A. Alstede	" "	" W.J.P. Schampers	" "
" A.M.P.v.d. Avert	" "	" H. Schilder	" "
" G. Baarspul	" "	" H.A. Schreurs	" "
" J. Balje	" "	" A.J. Schoe	" "
" A.V. Bierman	" "	" J.P.H.M. Smets	" "
" H.K. Bijlevelt	" "	" P. van Twist	" "
" A.M.F. de Bont	" "	" A.A. Verdoorn	" "
" J. van Duyvenbode	" "	" H. Völlmer	" "
" R.G.J. Fennema	" "	" W.v.d. Voorde	" "
" R. Hartjes	" "	" J.v.d. Wal	" "
" B.G.W. Karhof	" "	" H. Wehmöller	" "
" L.M.A.v. Kesteren	" "		

### EXAMINATION RESULTS

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

Mr J.J.E.M. Bruyn	2nd Officer	Th.I	18.8.60
" F.L.S. Dreyer	3rd "	"	2.9.60
" C. Krul	2nd Engineer	Th.C	6.9.60

### LEAVING (OR LEFT) SERVICE

Mr J. Wynja	2nd Officer	own request
" L.v. Brakel	2nd Engineer	" "
" J. Heynekamp	3rd "	" "
" J.P.H. Post	4th "	" "
" A. Dekkers	5th "	" "
" R.v. Seest	" "	" "

### LEAVE

The following personnel went on leave:

Dr P.G.L.G. le Cocq d'Armandville	Ship's Surgeon
Mr E. Pels	2nd Officer
" B. Kreck	4th "
" B.C. Faasse	" "
" R. Smink	3rd Engineer
" J. Wildering	4th "
" H.W. Molenaar	5th "
" K. Watz	" "
" W.K. Mink	II. Employé

Those who returned are:

Mr N.P. Dekker	3rd Officer	posted to
" C. Krul	2nd Engineer	m.v. STRAAT SINGAPORE
" J.R. Evertz	4th "	" STRAAT BANKA
" G.H.J. van Echten	H. Employé	" TJNEGARA
		Yokohama

### TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain W.A. Giel, was posted to s.s. TJPONOK.

Captain W.F.H. Gerken, Master of s.s. TJPONOK, was posted to m.v. STRAAT JOHORE.

Captain L. Rademaker, Master of m.v. STRAAT JOHORI, was posted to m.v. BOISSEVAIN.

Captain H. Prins, Master of m.v. BOISSEVAIN, went on Home Leave.

Mr M.v.d. Graaf, 2nd Engineer of m.v. TJNEGARA, was posted to s.s. TJPONOK as acting Chief Engineer.

Mr J. Overbeck, acting Chief Engineer of s.s. TJPONOK, is leaving the service.