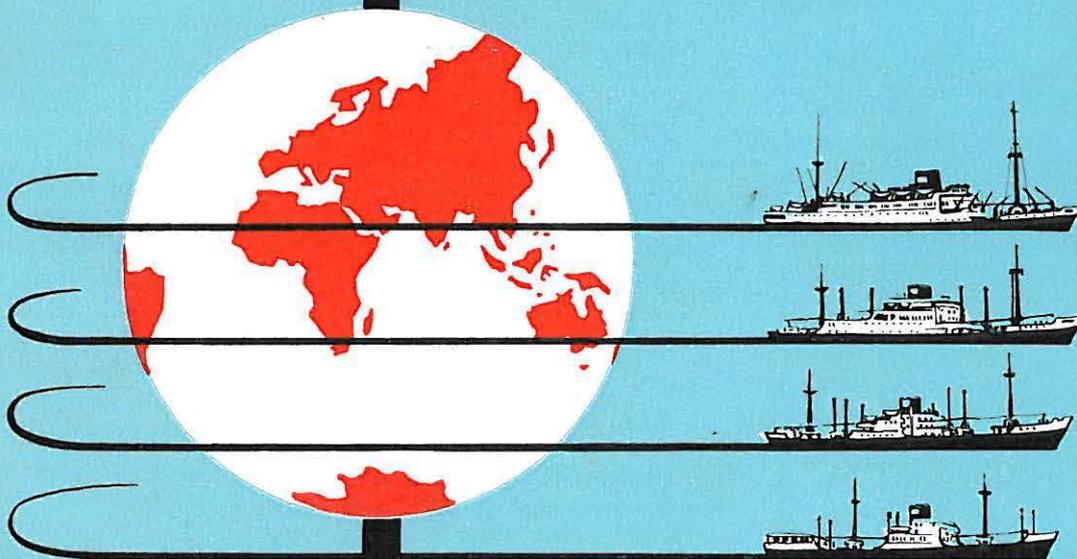




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

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RIL *post*

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG



FROM THE EDITOR

IN THIS ISSUE: (AMONGST OTHERS)

Page

180 R.I.L. VARIA

It once happened in the old days in Djakarta

181 LONDON'S ADMIRALTY COURT

Just in case you will appear in Court one day

182 THE CAPTAIN TELLS . . .

A new column featuring short stories and ship board anecdotes, for which contributions can be submitted in any language. Considering that there are 50 potential contributors, this column should become a big success!

183/185 FIGUREHEADS

All about ships' figureheads of the past and future. Our thanks go to the Socony Mobil Oil Co. Inc., New York, for granting us permission to reproduce the article, and R.I.L.'s Head Office in Amsterdam for rendering their intermediary to obtain the accompanying photographs from the Nederlandsch Historisch Scheepvaart Museum, Amsterdam.

186 R.I.L. ACTIVITIES

Incidentally, the lower photograph in the strip shows m.v. TJIUWAH loading wool at Melbourne for Japan.

IN THE NEXT ISSUE:

— A report on the 25 years service anniversary of Mr W.M. de Haan.

— Across the World by K.L.M., DC-8 Jet.

MEDICAL ADVICE AT SEA

Captain F.J. Woudstra, Master of the m.v. STRAAT MADURA, gave us the following account of international cooperation not only to illustrate how well the World Medical Advice Service works and that in emergencies everything is and will be done, but also to convey his appreciation and thanks to all those who helped save the life of one of his crew members.

WHEN the STRAAT MADURA left Lourenço Marques for Fremantle, everyone on board was well. However, on the fourth day at sea Quartermaster Lam Chui (林桂) reported sick. He was sent to bed, and when his condition worsened he was transferred to the ship's hospital.

The "paper-doctor" diagnosed that the man was suffering from stomach ulcers and had a stomach bleeding. His condition deteriorated very rapidly and it was decided to radio for medical advice.

The first call was immediately answered by a vessel about 700 miles away, and although she had no doctor on board, she was able to contact m.v. PORT WELLINGTON, which has a doctor, another 1000 miles away, and within half an hour the STRAAT MADURA received the first advice.

A few hours later it was found that there was a doctor and a hospital on the lonely Ile d'Amsterdam, a weather station situated somewhere half way between Africa and Australia. Through radio, enquiries were made whether it would be possible to have Lam Chui hospitalized there, and when this was agreed to—weather conditions permitting—the STRAAT MADURA altered course to Ile d'Amsterdam, for arrival in the morning, as it is impossible to disembark anyone during the night.

Amsterdam Island's radio remained on the air throughout the night, and their doctor kept on giving advice, which was followed punctiliously.

Unfortunately, when STRAAT MADURA arrived the next morning the weather was so bad that to land even a healthy person would have been risky. Since it was uncertain whether or not the patient would survive the next 24 hours—the weather forecast did not promise an improvement within this time limit—it was decided not to wait, but to proceed to Fremantle, which was then still six sailing days away.

Constant radio contact was maintained with Ile d'Amsterdam, even when, according to radio schedule, they were not on the air. Their doctor was kept continuously *au fait* with the patient's condition, and the vessel regularly received his advice day and night.

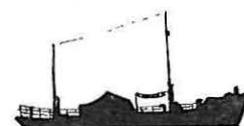
Slowly the condition of Lam Chui improved, and when STRAAT MADURA at last arrived in Fremantle, it was a great satisfaction that—thanks to the help from m.v. PORT WELLINGTON and the doctor at Ile d'Amsterdam—the Quartermaster could be disembarked alive, much to the amazement of the Australian doctor, who could not understand how Lam Chui could have possibly survived.



Prins Hendrik, den Helder



Heeltje Jacobs, IJmuiden



Dorus Rijkert, Scheveningen



Kurt Carlsen, Noordwijk



Oudendijk, Vlieland



Christiaan Huygens, den Helder

A WORTHY CAUSE

The Koninklijke Noord- en Zuid-Hollandse Redding-Maatschappij is—as most readers will know—a non-profit making organization, which has set itself the noble task of saving the lives of all those who may be in danger at sea off the Dutch coast.

With their fleet of over 20 vessels, some of which are shown above, 87 persons were safely brought ashore during 1959; this brings the total number of lives saved since their foundation in 1824 to 8338 persons. There are at present 40,000 regular contributors, but at least 50,000 "life savers on shore" are needed.

RIL Personnel wanting to make a yearly contribution (minimum N.fl.4.-), or to send a donation can do so either by sending same directly to KNZHRM, Postgiro No. 26363, Herengracht 545, Amsterdam, or by arranging payment through RIL, in which latter case the amounts concerned can be deposited into the ships-cash or with RIL offices, indicating whether it concerns an annual contribution or an incidental payment. For subsequent annual contributions debit-notes will then be sent out automatically.

PICTURE OF THE MONTH

In October m.v. TEGELBERG arrived in Hong Kong from Santos with 40,000 bags of Brazilian coffee, which we understand is the largest quantity of this kind of cargo ever carried by an R.I.L. vessel.

The man in the picture seems to enjoy the part he plays in bringing the coffee one step nearer to its final destination.

The photograph was taken by Peter Tse.



R.I.L. VARIA

It once happened in the old days in Djakarta that the Manager of the Freight Department, looking through his incoming mail, came across a rather strange letter.

This letter, a V.Z. copy of a "Strictly Confidential" letter from the Manager in Semarang to the Secretary (who in those days looked after personnel matters) dealt with the coming transfer of an employé of the Freight Department to the Semarang office.

Its contents read:

"We are pleased to learn that it is your intention to strengthen the staff of our office by a new Home Staff employee and note that Mr X will be transferred to Semarang.

Having given the matter thorough consideration, we would venture to observe that we would have preferred it if your choice had fallen on somebody else.

The news has reached us that Mr X has the reputation of being a Casanova, which we fear in a small town like Semarang might give rise to complications."

The copy letter carried the signature stamp of the Manager in Semarang, so that the Manager of the Freight Department, although he considered its contents rather unusual, could hardly doubt its authenticity.

Casting a glance at the employee in question, he was just wondering how this quiet young man, in the few months he had been in Djakarta, could have earned such a reputation, when the General Manager came in.

With the words: "There must be something wrong in Semarang", he handed the letter to the General Manager, who, after reading its contents whole-heartedly agreed with him.

At this moment one of the other employéés in the Freight Department (we shall call him Y), who had intently been watching the proceedings, came forward rather hesitatingly and announced in a small voice that he had been trying to play a joke on his colleague.

The letter had been typed in the Djakarta office, but he had taken advantage of the fact that the signature stamp of the Semarang Manager, who had previously been stationed in Djakarta, was still available to make it look authentic. The General Manager, after giving him a severe dressing down, took the letter with him, because after all he could appreciate a good joke.

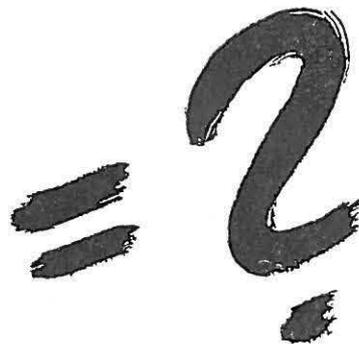
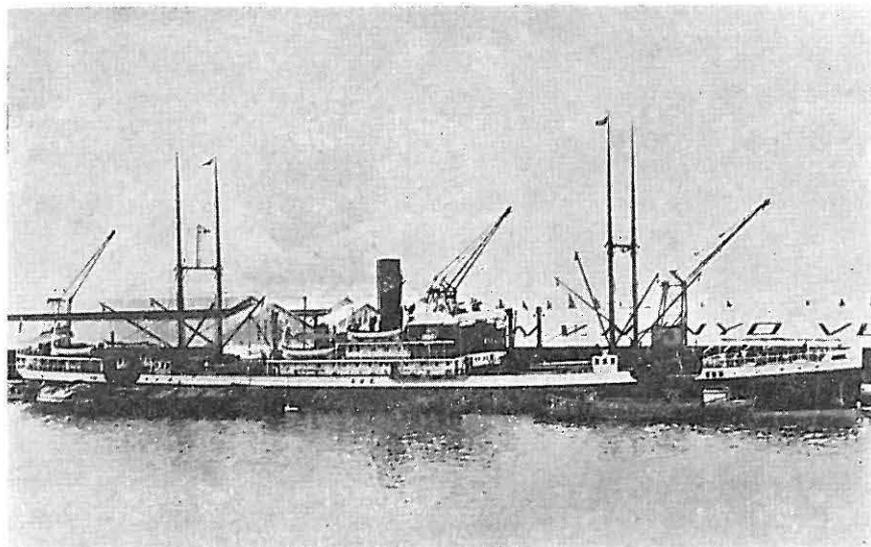
Calling X in, he showed him the letter "from Semarang", and only after the young man had passed some rather uncomfortable moments, did he tell him that he had been the victim of a joke.

X soon found out that his colleague Y was the writer of the letter, and started brooding on revenge.

In those days we were regularly receiving notices from the "Weeskamer" about people being declared bankrupt. A few days after the above occurrence a blank, but signed copy of one of these notices was received. Pleading his case with the Manager, X convinced him that this was an occasion which should not be missed. Y's name and address were inserted in the notice, which was then brought to the General Manager, who agreed to "cooperate". Y's first reaction, when the General Manager showed him the notice of the "Weeskamer" was, that a mistake had been made. Questioned, whether he was absolutely certain that he had no outstanding debts, he had to admit that indeed the last bill from his tailor was not paid and that furthermore he was not quite certain whether last month's Club account was still outstanding.

He was quite relieved when the General Manager finally told him that this time the joke was on him.

SHIPS OF YESTERYEAR



The photograph of the "Ships of Yesteryear" reproduced in the November issue of the *R.I.L. Post* showed s.s. Tjisaroea during her trials on January 15th, 1926.

The Tjisaroea, originally to have been named Tjikalong, was built by the Nederlandsche Scheepsbouw Maatschappij, Amsterdam. She had a gross registered tonnage of 7089, summer deadweight of 9345 tons and balespace of 355,651 cft. The Tjisaroea, which can be considered as J.C.J.L.'s first passenger/cargo vessel, offered accommodation for 11 first class passengers, 38 second class, 55 third class and about 1000 fourth class.

The winner, decided by means of a draw of the correct entries, is Mrs G. Eekman of Vlissingen in the Netherlands,

to whom we extend our congratulations. The prize of HK\$25.- has been remitted.

The vessel shown in the above photograph, and for that matter her older sister, were actually small "copies" of the Tjikembang and Tjisondari. If you think you can recognize her please write to the Editor, who would like to receive your entry by December 20th.

Since our supply of photographs depicting "Ships of Yesteryear" is unfortunately exhausted, this will be the last picture in this particular series. Our thanks go to all readers who submitted entries, and who by doing so made this column such a success.

LONDON'S ADMIRALTY COURT

A number of years ago I was given the opportunity to be present at hearings in the Admiralty Division of the High Court of Justice in London, which Court deals with Marine cases.

Judges, although they are assisted by the "Elder Brethren" of Trinity House as Nautical Assessors (see note), are appointed only after many years of experience of pleading at this Court.

To watch his Lordship, bewigged and robed, work expertly with parallel ruler and dividers, is an experience in itself. The day I was in court, a collision case was being dealt with.

A Dutch vessel, coming to anchor in one of the roads in an English port, had collided with a Panamanian tramp, which was already anchored there.

When the solicitor's clerk, with whom I went to court, told me about the case, my first reaction was, that there could hardly be any doubt about its outcome.

The solicitor's clerk however said that I had better wait and see, because he expected some very interesting developments.

Since not all our readers may be conversant with English judicial procedure, perhaps some explanation of the functions of the solicitor, the solicitor's clerk, and the barrister is called for.

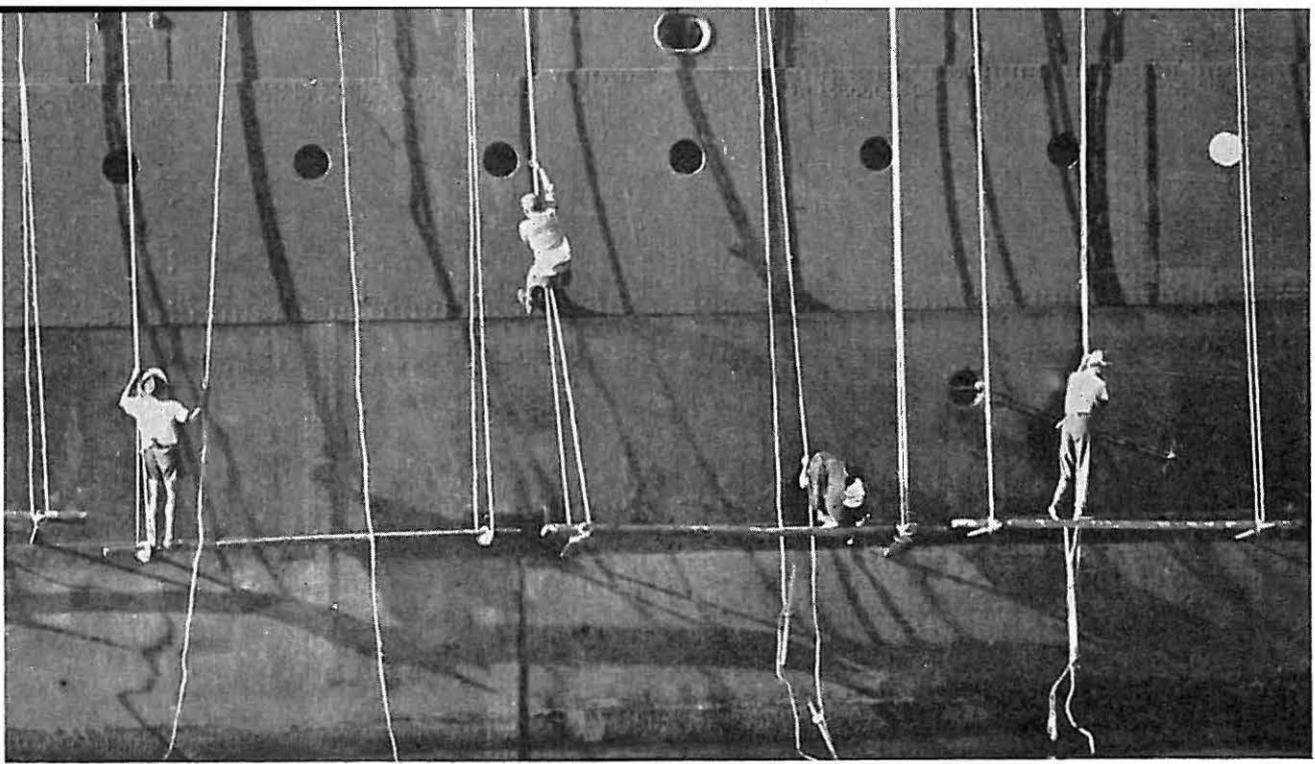
The barrister or counsel pleads the case before Court. The solicitor prepares the "brief" on which the counsel pleads. The spade work is delegated to the solicitor's clerk, who studies the ship's protest, discusses the case with the Captain, points out where the pitfalls lie, etc. Owing to his large experience in these matters, the solicitor's clerk is an expert in his field.

(As one of my Master Mariner friends once put it, the barrister is No. 2, after the judge, quite the "big noise" and very, very expensive. The solicitor is a little lower Angel. The solicitor's clerk I think deserves more than he reaps).

(Cont'd. on page 186)

Note: Trinity House is a Corporation in London, granted authority to erect and maintain Lighthouses, Beacons, etc., on the coasts of the British Isles, to license pilots, etc.

*"Elder Brethren" (active) assist Judges of the Admiralty Court.
"Elder Brethren" (no active) include many notable personages, amongst them Sir Winston Churchill.*



*Workmen chipping the hull of m.v. "TJITJALENGKA" during her recent docking at Hong Kong.
 Photograph by Albert Leung (HK HO VZ)*

THE CAPTAIN TELLS

NAVIGATIONAL AID

About 25 years ago, a friend of mine was in command of a coaster of a few hundred tons, in which he sailed one day from the West Coast of Sumatra to Sinabang, one of the smaller islands in the Indian Ocean, more than 260 miles from the coast. The vessel had plenty of water under the keel, in fact thousands of fathoms of it. The weather was squally with torrential rains and neither sun nor star was visible to plot the position

The following morning, when the skipper was leaning over the bridge, he noticed that the cook had caught a fish. When showing the fish to the Captain, the cook explained that it was a typical coral fish, which usually only swims over reefs a few fathoms underneath the surface.

The information set the skipper thinking—he dashed to the chartroom and saw that there was on his track only *one* shallow patch He reached his conclusion: at the time when the fish was caught, his position must have been somewhere around the reef. Guided by this he set his course and arrived at Sinabang safely.

The coral fish was a navigational aid and it worked.

M.M.M.

I was transferred, and waited in an airconditioned hotel room for my next command. Several days of leisure.

It was one of those nights in the tropics: the sky was black and so was the moon. No noises except those caused by little insects in Oriental gardens. I was comfortably sitting in my room, doing nothing, but smoking and meditating. Suddenly the door was smashed open and two masked men entered, guns in hand. This was no monkey business!

Gangster Number 1: "Your money or your life, hands up!". What could I do? "Sorry Sir, I have no money, not here nor anywhere".

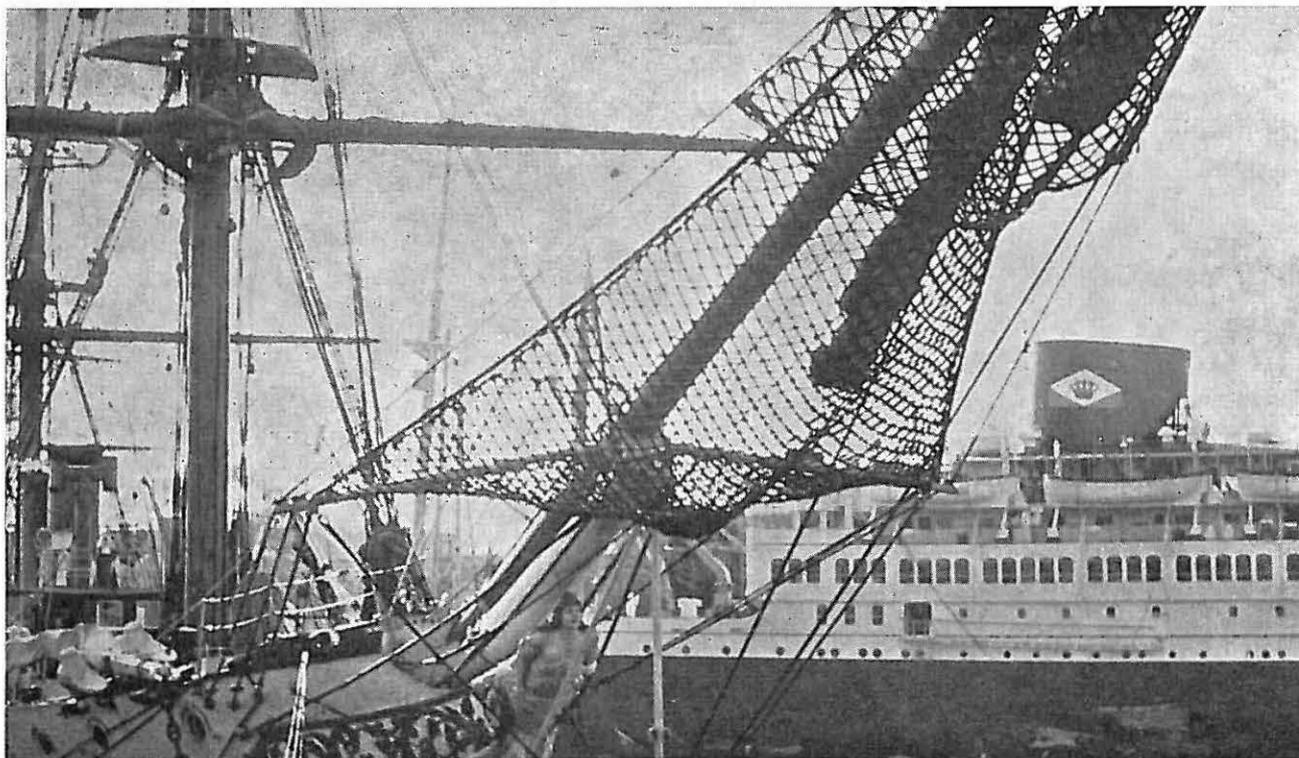
Gangster Number 2: "Then we take your life. By the way what are you doing in life?"

I humbly mumbled: "M.M.M." (Master-Merchant-Marine).

Immediately the first guy stepped forward: "You are free, no harm will be done, you have no life at all".

I collapsed in my chair and smoked a whole, fresh packet of cigarettes.

*Stories by Captain A.J. van Heyden,
 Master of m.v. TEGELBERG.*



*The training vessel PRESIDENT SARMIENTO of the Argentine Navy
and m.v. DOISSEVALIN in Buenos Aires harbor.*

Photograph by Capt. R. Starckenburg (ret.)

FIGUREHEADS

There are many devotees of figurehead art. Marine museums recognize the attraction and go to great lengths in preserving and displaying them in the most favourable light. Most of the carvings are relics of the fabulous "Clipper Ship" era. But there are many examples to be found which predate clippers by several hundred years.

Historically, the practice of decorating ships' bows goes way, way back, probably to before the dawn of recorded history. Its origin likely was religious with large overtones of superstition. To more primitive man, the seas represented the unknown; hence a voyage over the "far horizon" was an excursion into the supernatural world. Naturally, man, in an early attempt to protect himself from what he thought was ghostly phenomena, settled on fetishes and charms taking the form of a figurehead. This he sincerely believed would guard "his" ship against forces that could not be explained and, at the same time, bring him luck.

Phoenicians and Egyptians both were known to have practised the art.

Their purpose was to give the vessel a personality and provide a means of easy identification. If there was any religious significance, it is not recorded. However, there is no reason to ignore this factor in the light of what historians have learned about these ancient sea-going civilizations.

The Greeks and Romans, too, paid particular attention to figureheads. The types most frequently found were of the numerous gods and goddesses. The purpose obviously was religious, a carefully considered attempt to curry favour with these so-called "divine" people. Also in use was the mythical griffin representing vigilance, and, of course, the famed Roman Eagle, a hated, though recognized, symbol of the Empire's power.

In the Far East various local craft contributed their share to figurehead lore. The designs were, and, for that matter, still are strange looking when compared with more conventional types. They usually consist of two large and staring eyes painted on the ship's hull just abaft the bow. The origin of the practice is extremely

(Cont'd. on next page)



*Figurehead
of the Royal
Dutch Navy
Corvette "Ajax" 1832.*

Figureheads (cont'd. from page 183)

interesting: it stems from the traditional Chinese belief that many inanimate objects have personality, hence are subject to human capriciousness. It's all summed up very nicely by "No got eye, no can see; no can see, how can sabe; no can sabe, how can go?" Scandinavia's fearless Vikings would never have dreamed of going to sea in their long ships without the head of a good luck serpent, a golden dragon, or some other similarly awesome beast guiding them from the bow. Guiding was not the only reason for the selection. The wicked-looking designs were used to strike fear into their enemies' hearts and to chase away unfriendly spirits which might have an effect on the outcome of a voyage.

Figureheads went into obscurity some time after the Norman conquest of England. It was about that time, too, that the "round ship", with its clumsy unadorned bow, came into general use. For the next several centuries, historians made no mention of "seagoing statuary".

The custom returned with new vigour during the reign of Henry VIII. One of his warships, *Henri-Grace-a-Dieu*, had a lion on the bowsprit. As a matter of record, too, most 16th and 17th Century English and French warships were very elaborately adorned with unicorns, salamanders, and a host of other figures. One in particular, the *Sovereign of the Seas*, built in 1637, had a rather strange figurehead, one which must have caused some controversy at the time. It pictured King Edgar on horseback, trampling the heads of seven other kings whom he had conquered.

Since Henry VIII's time the custom has persisted. The great vessels of the 18th and the graceful clippers of the

19th Century contributed much toward perpetuating the custom. Sculptors vied with one another to produce works of art as the crowning touch of the shipbuilders' craftsmanship, a token of "good luck" from the yard to the lovely lady that would live out her time at the mercy of sea, wind and frequently dirty weather.

Old time sailors regarded their ships' figureheads with a feeling that virtually amounted to veneration. They were extremely superstitious about any mishap to the figure, feeling that it was an evil omen. And they were extremely fearful of such omens while at sea. Because of this ingrained attitude, "sea stories" about figureheads abound.

There is one about H.M.S. Brunswick during a 1794 engagement. The hat was shot away from the Duke of Brunswick figurehead and the sailors, ever fearful of the battle turning against them, begged the Captain for his, which they then nailed to the statue.

Another story concerns the carved effigy of General Armstrong, famous American privateer. While the vessel was under heavy fire at Fayal, and in a sinking condition, the crew cut it from the bowsprit. They subsequently brought it ashore and placed it over the entrance of the United States Consulate. Here it became known as El Santo Americano among the islanders, who crossed themselves every time they passed it by.

The Grande Française (St. Frances) contributed her figurehead to religion. It was taken from the ship and placed in a church ashore, where it can still be seen. (St. Frances Church, Le Havre). Here it serves a special purpose, one which its sculptor never

dreamed of during its creation.

Then there is the figurehead of Tecumseh which originally adorned the U.S.S. Delaware (launched 1820). The old Indian chief is now on the grounds of the Naval Academy, Annapolis, Maryland, where he enjoys the high sounding title "God of 2.5", the Midshipman's passing grade. Future Admirals toss pennies at him as a matter of esteem and for luck when on the way to examinations and for victory over West Point in athletic contests.

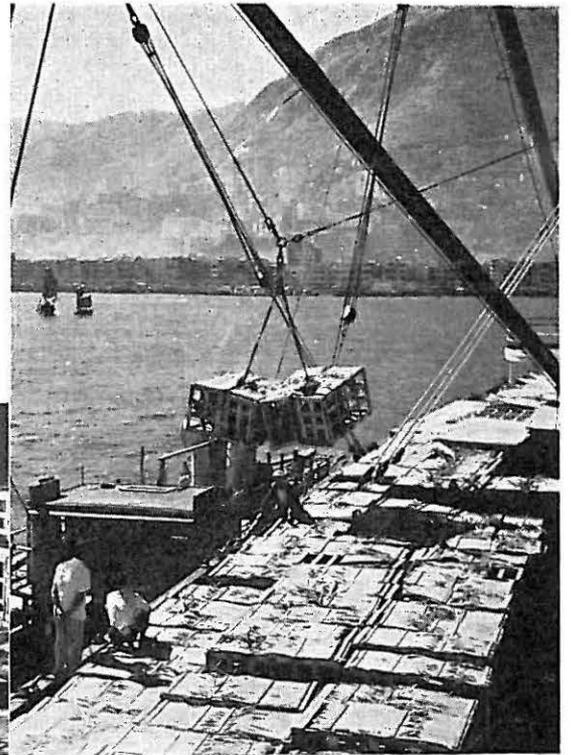
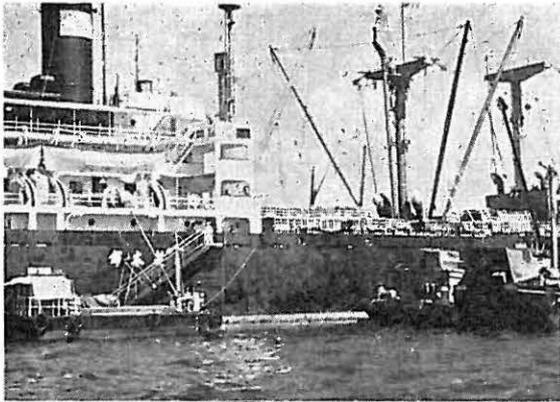
During more modern times, interest in the art waned. There was no time, and actually no desire, to ornament the bluff-bowed steel monsters that replaced the graceful, white winged sailing ships. But it was simply a matter of time before the custom was to enjoy another revival.

The revival came during the mid-years of the 20th Century. Once again builders and owners alike bowed to tradition, gaily decorating ships' bows with a wide variety of designs. Actually it is a modern version of the elaborate art which once graced the bows of every sailing ship afloat. The new figureheads range all the way from brightly coloured initials and house flags, to coats of arms and elaborate images of warriors, maidens, Indian chiefs and characters from mythology.

It is hoped that the custom will gain wider acceptance and then continue as long as there are ships plying the vast oceans of the world. Every vessel has a distinct personality even though she is one of several built from identical plans. She should have at least one item all her own, one that will set her apart from every other vessel afloat. Why not a figurehead?



Kenau Simons Hasselaar



London's Admiralty Court (cont'd. from page 181)

On the day I was present in court, the Captain and the 2nd Officer of the Panamanian vessel were heard.

It soon became clear that the barrister representing the Dutch vessel was trying to prove that although the anchor bearings of the Panamanian vessel put her just within the prescribed anchorage, she had been too close to the boundary of this area, or even in the access channel to the port.

The barrister was not very successful with his interrogation of the Captain of the vessel, but scored a hit when interrogating the 2nd Officer, who had to admit that on his vessel azimuth bearings were only seldom taken, so that the anchor bearing as it appeared in the chart was perhaps not quite reliable, and when the barrister finally suggested that the anchor bearing might even have been "slightly corrected", the 2nd Officer in utter confusion stated that he did not know, because after the collision the Captain had taken the chart to his cabin. . . .

This caused the barrister to throw his hands to heaven dramatically directing himself to the judge, saying: "My Lord did you hear all the witness said?"

I was rather sorry that I did not have an opportunity to attend further sessions of the court, but heard afterwards that the judgement had been that both parties were to blame, a rather remarkable outcome in a case where a vessel entering port comes into collision with a vessel lying at anchor.

LIFE CARGO

Following in the foot-steps of many other animals which travelled by R.I.L., 2,200 pigs recently left Saigon for Hong Kong by TJIPONDOK.

Since we cannot ask these pigs - which by now have most likely become sweet and sour pork - to tell you how they made the trip, we had some snapshots taken which are reproduced above.

R.I.L. ACTIVITIES

m.v. *Straat Malakka* is now making a complete roundtrip Africa-Australia/New Zealand, whereafter vessel will continue plying between those areas.

The reconversion of m.v.s. *Boissevain*, *Ruys* and *Tegelberg* (refer October issue of *R.I.L. Post*, page 154) will take place at Hong Kong.

m.v. *Van Cloon*, under the command of Captain J. van Macklenberg, en route from Singapore to Fiji developed engine trouble in the Coral Sea on October 13th. Repairs at sea have been carried out successfully and vessel resumed her voyage on October 16th, but at a reduced speed. m.v. *Tjimanuk*, under the command of Captain J. Jacobs, stood by during part of the repairs.

T-POL, CODE NO. 22041

A true story by Captain F.W. Bismeyer, Master of m.v. "Tjimenteng"

Fung Yiu (馮耀), who serves his Captain with the appearance of an old style major-domo, never loses his dignity, even when giving a meal to the Captain's kitten. The other day, just a few days before arriving at Hong Kong, I asked Fung to wash the carpet in my room and to use a little T-pol for that purpose. It so happened that just when I was telling Fung about cleaning the carpet, my cat was purring around and against Fung's legs, expecting her meal again.

After having been on the bridge for some time, I came back to my room and there I found "Muis" (as the cat is called) thoroughly wet and soaked. Since I suspected the Chief Officer of being responsible for this - he is not a lover of cats because of the birds in his cabin - I went to see him, enquiring whether perhaps he had thrown water over the cat. But this he denied.

So I looked for Fung to see whether he had seen the culprit. I found Fung in my bathroom, cleaning up the things in there, which, incidentally, is one of his favourite little easy jobs.

I asked him: "Fung, who has thrown water at Muis?" She is sopping wet, the poor animal!"

Said Fung: "Me!"; "You?"; I exclaimed. "Yes", he said, "I washed her, . . . You told me . . . !"; "What did you wash her with, Fung?" Said he: "With T-pol"

真人真事

T-POL 代號 22041

馮耀總是用老式的當家的樣子服侍船主，甚至他喂船主的小貓的時，他也不會丟掉他的架子。

當我們的船快要到香港的前幾天，我吩咐馮耀把我房間裏的地毯洗清潔，同時用一點 T-POL 去洗，那時我的小貓剛在傍邊轉着而且倚偎在馮的腿傍希望着它的大餐。

在船橋上停留了一些時間之後我回到自己房裏時發現「梅絲」(小貓的名字)全身濕透了。我有些懷疑是大伙幹的好事，他並不喜歡貓爲了他房中養了一頭小鳥，但當我去問他時他却絕對否認。

我再找馮的時候，發覺他在我的浴室裏洗東西，這是他最喜歡做的小工作之一。

我問他：「馮是誰將水倒在梅絲身上，可憐的小東西全身都濕了。」

馮說「我！」「你？」我驚訝的說。「是的」他答道，「你吩咐我替它洗！」我再問他「你用甚麼替它洗？」他說：「T-POL！」

A group of Japanese girls, who will serve as waitresses in a local Japanese-style nightclub and restaurant which will be opened early December, arrived by TJIWANGI in Hong Kong on October 31st.

Even to cosmopolitan Hong Kong, the large group of Kimono-clad girls on one of the wharfs was quite an unusual sight, attracting wide publicity in the local press.



ALWAYS AFLOAT (I)

During the call of m.v. Ruys at Hong Kong in November, an exhibition of Rhodesian and Nyasaland tobacco was held for local tobacco importers and manufacturers, who were invited to inspect the display of well over 100 different grades of tobacco leaf (photograph shown on the right).

The guests were greeted on arrival on board by Captain C.H. Gosseling - Master of m.v. Ruys, Mr J.R. van Osselen, Mr W.M. de Haan and Mr P.V.C.E. Liebenschütz - R.I.L.'s Manager for Hong Kong and China.

Mr H.C.R. Bunnett, Representative of the Tobacco Export Promotion Council of Rhodesia, was in charge of the exhibition, and discussed details with interested visitors. We understand from this gentleman that last year Hong Kong imported $4\frac{1}{2}$ million pounds of tobacco from the Federation, enough to fill 1.800 million cigarettes!

A film show in full colour demonstrated how tobacco is grown, cured, sold and packed for export.

Similar exhibitions were held on board the Ruys at other ports of call between Durban and Yokohama.

ALWAYS AFLOAT (II)

In Hong Kong, no less than fifty Australian passengers travelling by m.v. TJIWANGI left their "floating hotel" for a few hours to visit one of the well known floating restaurants in the harbour of Aberdeen, at the southern side of Hong Kong Island, where they tried their hand at the, for them still difficult art of eating with chopsticks; this experience was greatly enjoyed by all.



SPRAY

The Suez Canal Authority announced that the official depth of the Canal will be $37\frac{1}{2}$ feet by the end of the year. A tanker with a draught of 36 feet already made a successful trial trip from Port Said to Ismailia.

In 1958 the turbine tanker "Stanvac Japan" was severely damaged by an explosion. A Norwegian yard rebuilt the ship into a bulk-carrier. During this conversion, the deadweight capacity of the tanker was enlarged from 26.000 tons to 29.000 tons. This job was completed within 2500 hours.

A new method of lifeboat propulsion has been fitted on two of the lifeboats of the Italian Line's new flagship, the "Leonardo da Vinci". Of aluminium construction and with a length b.p. of 26 feet, beam of 8 feet and depth of 3 feet 7 inches, the lifeboats are licenced to carry 42 people each.

Propulsive power comes from a Gill hydraulic jet unit which is fitted in the centre of the boat's hull, which ensures that the unit will remain submerged.

The American Mail Line, which operates between the U.S. Pacific Coast and the Far East, plans to replace its entire fleet of cargo liners within the next few years. At present American Mail Line operate nine cargo vessels.

To start off with, three ships are to be built. The first vessel is expected to be delivered in September 1961. These new liners will be about 12,600 tons gross, and will be able to travel at an average speed of 20 knots.

The largest motor-tanker to sail under the Dutch flag, m.v. "Barendrecht" of 32,000 tons deadweight, was recently delivered to Phs. van Ommeren N.V., Rotterdam. Built by the N.V. Koninklijke Maatschappij "De Schelde", Flushing, the ship is conspicuous as she is painted entirely silver, in addition to which the bridge and accommodation are situated on the poop.

W.F.H.B.





K.N.M.I. AWARD

On October 21st Mr J.F. Egberink, R.I.L.'s General Manager for Africa – on behalf of the Royal Netherlands Meteorological Institute (K.N.M.I.) – presented to Captain C.H. Gosselink, Master of m.v. Ruys, the silver medal which was awarded to him in recognition of his long and exceptional services rendered to maritime meteorology (refer October 1960 issue).

The photograph on the left shows from l. to r.: Mr Egberink, Mrs Gosselink, Captain Gosselink, Mr G. Kasteleijn and 2nd Officer G.W.E. Gerritsen.

ANNUAL DANCE

The annual dance of the R.I.L. Sports Club in Hong Kong was held on October 15th at Interocean House. Including relatives and friends of the R.I.L. Staff, some one hundred and twenty guests were present at this most enjoyable function.

The spacious Messroom in Interocean House was for this occasion, successfully transformed into a snug and cosy night club, complete with an enthusiastic Philipino band and a vocalist.

One of the highlights of the evening was the special entertainment in the form of a floor show by two Japanese dancers – the “Pink Sisters” – who succeeded in captivating the audience with their performances.

The photograph shows the party in full swing, and we have no doubt that everyone is already looking forward to a similar event next year.

BOOKS ON R.I.L. AREA

FORT JESUS AND THE PORTUGUESE IN MOMBASA

By C. R. Boxer and Carlos de Azevedo

London 1960, Hollis & Carter 21 shillings net

A peculiar sized red flag flying from Fort Jesus at the entrance to Kilindini Harbour puzzled us the first time we saw it. Not that a subsequent reconnaissance trip to the massive ruins solved the riddle—our Swahili still being in the infant stage—but later queries showed that the red flag belonged to the Sultans of Oman, the actual rulers on that part of the coast.

Their sovereignty did not extend more than a few miles from the SHW-line; since we were never taught this at school, we doubt if even one single schoolmaster knows it today.

This book describes the origins of the fort and everything related to its coming into being and its definite passing into Oman hands after 136 years of a lively or even hazardous existence.

Charles Boxer is well-known in RIL's part of the world; he is a scholar with an amazing knowledge of Portuguese and Dutch and of both countries' naval and colonial histories. So he is most adequately equipped to write about the subject on hand. His style is vivid, in places witty, and goes extremely well with the dry subject matter that history presents. The co-author apparently shares the enthusiasm of the historian; not that he lacks historical knowledge but he specialises on the subject of military architecture and fortifications.

The photos are better than we could hope to make ourselves, and the appendices to the book which include an ample bibliography show that both authors have realized the possibility that readers want to pursue the subject.

Fare thee well, Fort Jesus; we have extremely pleasant memories of whiling away time in the shadow of your huge walls, and we lived them all over again in reading your history.





SHIPS OF THE WEEK

These photographs were taken in the Grand Hotel "Gooiland" at Hilversum on October 6th, when recordings were made for the broadcast to m.v. STRAAT BANKA (top photograph) and m.v. STRAAT MOZAMBIQUE. Much to our regret we have to advise that owing to a defect in the photographic equipment, no photograph could be taken of the relatives of the Etat Major of m.v. STRAAT MOZAMBIQUE. The lower photograph shows the following guests seated in the back row: second from left, Mrs I.M. Farla (Stewardess, ret.); third from left, Mr H. de Jonge (Captain, ret.); fifth from left, Mr P.C. van der Molen (Superintendent Engineer Surabaia, ret.). Both gentlemen were accompanied by their wives.

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS DURING NOV. 1960

Captain H.A. Scheybeler, Master of m.v. STRAAT BALI, went on Home Leave.
 Captain J.J.G. Kuik, Master of m.v. STRAAT SOENDA, was posted to m.v. STRAAT BALI.
 Mr T.H. Koeslag, Chief Officer, was posted to m.v. STRAAT SOENDA as Acting Captain.
 Captain J. Kuiken was posted to m.v. STRAAT CLEMENT.
 Captain Th.G. Weemaes, Master of m.v. STRAAT CLEMENT, is awaiting a new posting.
 Captain J. Versteeg, Master of s.s. TJIPODOK, went on Home Leave.
 Captain W.F.H. Gerken, Master of m.v. STRAAT JOHORE, was posted to s.s. TJIPODOK.
 Mr R. Jungeling, Chief Mate, was posted to m.v. STRAAT JOHORE as Acting Master.
 Mr J. Dirkse, Chief Engineer of m.v. STRAAT VAN DIEMEN, went on Home Leave.
 Mr A. Geurts, Chief Engineer, was posted to m.v. STRAAT VAN DIEMEN.
 Mr J. Birza, Acting Chief Engineer of m.v. STRAAT MALAKKA, went on Home Leave.
 Mr C.D. de Jong, 2nd Engineer of m.v. STRAAT MAGELHAEN, was posted to m.v. STRAAT MALAKKA as Acting Chief Engineer.
 Mr A. Vink, 2nd Engineer, was posted to s.s. TJIPODOK as Acting Chief Engineer.
 Mr M.v.d. Graaf, Acting Chief Engineer of s.s. TJIPODOK, went on Home Leave.

PERSONALITIES

Mr T.G.R.P. Nolson, Manager of R.I.L.'s Catering and Purchasing Dept., HK HO, returned to Hong Kong from Home Leave on November 30th.
 Mr G.M. Pliester, Manager of R.I.L.'s Passage Dept., HK HO, left Hong Kong on a business trip to Australia on November 12th. Mr Pliester is expected to return on November 26th.
 Mr R. Boorsma, R.I.L.'s Asst. Superintendent Engineer, left Hong Kong for the Netherlands on November 29th on Home Leave.
 Mr J.D. Percival, Freight Manager of Messrs Russell & Somers Ltd., R.I.L. Agents at Auckland, who is making an orientation trip to Japan and Hong Kong, arrived at Hong Kong on November 12th. Mr Percival left for Sydney on November 16th.

JUBILEES

Mr Lau Sang (劉生), HK MH, will commemorate his 25th service anniversary with R.I.L. on December 22nd.
 Mr G.C. Mann, Amsterdam Head Office, will commemorate his 40th service anniversary with the Company on December 28th.

OPEN LETTER . . .

*Geachte redactie,
 Graag zou ik via de R.I.L. Post mijn dank willen betuigen voor alle
 ontvangen gelukwensen ter gelegenheid van mijn 25-jarig jubileum.*

S. Jochems

Gezagvoerder m.s. TJIPTARUM

25 YEARS SERVICE ANNIVERSARY MR LING SIN CHOW

On August 20th, Mr Ling Sin Chow (林杏超), HK HO PZ, celebrated his 25th service anniversary with the Company, which occasion was marked by a gathering on October 25th at Interocean House, Hong Kong.

Mr Veltman commenced his speech by saying that it gave him great pleasure to address Mr Ling in Hong Kong. October 25th was not the actual day of the Jubilee, but if Mr Ling had been celebrating this event on the actual date in Djakarta, we would not have the pleasure of having him in our midst, which confirms again that every cloud has a silver lining.

Digging in the past, Mr. Veltman recalled that it had been a very clever move on the part of Mr H.M. Spit, the then General Passage Manager, to "discover" Mr Ling, as it has been for Mr Ling to join the ranks of the Company in 1935, for by that time the end of the shipping depression was in sight.

Referring to our big passenger trade, Mr Veltman said that when after considerable study in 1937/1938, it was decided to discontinue the old set-up and establish a new "style" Passage Office (Chinese Passage Kantoor), the best man to run it was Mr Ling. This had not been an easy job, but with his perseverance, initiative, tact and in particular diplomacy, the hurdles were taken with grace, and it had not taken the Company long to find out that Mr Ling was making a success of the new arrangement.

When the Japanese overran Java, Mr Ling, C. Y. Fung and other non-JCJL Chinese friends were put into internment camps together with the members of our Home Staff.

Referring to the post war period in Indonesia, speaker - who himself was then posted to Djakarta - recalled that in those days Mr Ling had given his all, and that he and his successors were greatly indebted to Mr Ling's never failing assistance and help in those difficult years. Mr Veltman said that he had always observed and admired Mr Ling's spirit of comradeship, which is so essential if one wishes to make a success of one's job.

Mr Veltman highly praised Mr Ling's many characteristic qualities, describing him as a Diplomat, a Mind Reader, a Thos. Cook, a Suihak, a Financier, a laughing Buddha and last but not least as a successful Businessman. But most important of all: as a true friend to so many of us. Recalling Mr Ling's excellent relationship with clients and his friendship with staff members - extending even to their families and to friends of staff members - he came to the conclusion that the saying: "Your friends are my friends" fully applied.

To quote Mr Veltman's words:

"You had to look after the CPK, and also act as the Advisor to the General Manager in Djakarta; you were furthermore travelling around a great deal and established good coordination between many people of various passage offices, whom you coached according to your own style, which moreover was the proper style.

Ling, you have done an awful lot for our Company. We are most grateful to you, and I wish to thank you also on behalf of my colleagues for everything you have done.

We realize that perhaps you would have preferred this occasion to be commemorated in Djakarta, among your many friends and colleagues who are so devoted to you; however, we are fortunate to have at least one of your good helpers here today, namely you right hand man Chan Fan Pauw (曾繁豹)."

Mr Veltman then presented Mr Ling with the Company's memento and proposed the toast: Good health to Mr and Mrs Ling and their children, both the youngster in Hong Kong as well as older ones in Indonesia.

Mr Ling, in replying, thanked Mr Veltman for the many good words, adding that in the past 25 years he had done nothing but his duty. Said Mr Ling:

"In Indonesia I used to handle passage business very smoothly and people nicknamed me the Passage King. I have now lost my Kingdom, but considering the many dethroned Kings in Europe, this is perhaps not so important. I am glad I was given a job and good work in Hong Kong. My success should not be contributed to me, but to my able bosses, several of whom are present here today."

As to his own share, Mr Ling - who admits that smiling is his great asset - said that it is his habit always to reduce big problems into small ones and small problems into no problems, so that there are actually never any real troubles at all.

Concluding his speech, Mr Ling proposed a toast to the prosperity of the Company.

The photograph shows from left to right: Mr A.H. Veltman, Mr W.M. de Haan, Mr & Mrs Ling Sin Chow and Mr Chan Fan Pauw.





This view of the port of Melbourne has the Victoria Dock as the main centre of interest, with the River Yarra wharves adjacent. Although R.I.L. vessels regularly call at Melbourne, none can be seen, and we must therefore assume that they had either just left, or were about to enter port when this photograph was taken!

NEW PERSONNEL

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

Mr C. Paauwe 4th Officer Mr W.M.H. Haans 5th Engineer
 ,, G.M. Staudt ,, ,, ,, F.C.E. van Haaren Appr. ,,

EXAMINATION RESULTS

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

Mr H. van Dorland	3rd Officer	II	24-10-60
,, A. Vink	2nd Engineer	C	25-10-60
,, B.F. van Calker	3rd	B	18-10-60
,, D. Coppoolse	,,	B	18-10-60
,, J.G. Mayoer	,,	B	12-10-60
,, D.J.B. Valk	,,	B	20-10-60
,, D. van Huizen	4th	A	27-10-60
,, H.K. Veenstra	,,	A	11-10-60
,, H.P. van Wier	,,	A	11-10-60
,, G.J. Atsma	5th	A	11-10-60
,, A.H. de Boer	,,	ASW	31-8-60
,, H.J. Engels	,,	VD	21-9-60
,, W. Geerlings	,,	ASW	29-8-60
,, E.L. Hoogendooren	,,	ASW	26-8-60
,, J.L.M.v. Kollenburg	,,	ASW	31-8-60
,, M.J. Kuit	,,	VD	4-9-60
,, A. Kramer	,,	ASW	31-8-60
,, A. Pardavi	,,	ASW	31-8-60
,, R.W.I. Rijnders	,,	VD	3-9-60
,, F.H.J. Schlechtriem	,,	ASW	26-8-60

LEAVING (OR LEFT) SERVICE

Mr A.G. Elshove	3rd Officer	own request
,, B. Kreck	4th	,,
,, G. Oliemans	2nd Engineer	,,
,, J. Kooiman	3rd	,,
,, S. Heyboer	4th	,,
,, D.G. Meyer	,,	,,
,, C. J. Kooiman	5th	,,
Mr A. Ng Kwok Cheung	Employé (R.S.)	HK HO
Mrs N.Th. Stanton	Secretary (S.S.)	HK HO

LEAVE

The following personnel went on leave:

Mr R.A. Koning	Ch. Off.	Mr H.A. Klazema	4th Eng.
,, G.H.J. de Reus	4th	,, J.H. Langeler	,,
,, R. Textor	,,	,, R. Boorsma	Adj. Chef HK HO
,, H.J. van Dooren	3rd Eng.	,, A.J. Kleber	H. Employé Durban
,, F.B.M. Monsma	,,	,, W. van der Goes	Employé Durban
,, R.W. Sijtsma	,,	,, A.L. de Jong	,, Durban
,, J.K.D. ten Hoedt	4th	,,	,,

Those who returned are:

Mr P. Buffart	3rd Officer	posted to
,, H. van Dorland	,,	m.v. STRAAT TORRES
,, D.J.B. Valk	3rd Engineer	,, STRAAT MOZAMBIQUE
,, D. van Huizen	4th	,, TJSADANE
,, H.K. Veenstra	,,	,, TEGELBERG
,, H.P. van Wier	,,	,, RUYSS
,, G.J. Atsma	5th	,, TJPANAS
,, N. Stijve	H. Employé	,, STRAAT JOHORE
,, A.M. Lommen	Specialist	HK HO
,, J.J. Leurs	Employé	HK HO
,, G.Th.M. Sweijen	Employé	Yokohama
		Buenos Aires



It is with deep regret that RIL announce the death of Mr NGAI CHOI (魏才), aged 57, which occurred on 25th October 1960 in a hospital in Sydney.

Ngai Choi joined the Company in 1947 as a sailor, in which capacity he worked on board various RIL vessels, the last one being m.v. "Straat Madura".

He will be remembered as a kind and helpful man, who discharged his duties to everyone's satisfaction.

本公司謹以哀悼之忱宣佈魏才君不幸於本年十月廿五日在雪梨醫院逝世享年五十七歲。

魏君於一九四七年加入本公司任職為水手先後在輪船多艘上工作最後者為士打麥都拿輪。

魏君生前和藹喜於助人，並經常工作，令人滿意。