From the Editor . . .

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CHANGE OF EDITOR
After having edited the RIL Post with much pleasure, and now almost on Home Leave, I am glad to introduce to you your new Editor Mr S. R. Elgersma of the Personnel Department (HK HO).

There is no doubt that Mr. Elgersma — with enthusiastic support of all readers — will succeed in making the RIL Post of growing interest, as in fact is shown already in this issue.

My thanks go to all who have given me their support in the form of articles contributed and suggestions made.

— G.D.M. Boot —

ALL SHIP-SHAPE AND BRISTOL FASHION!
This old naval phrase, derived from the traditional trim smartness of the sailing ships out of Bristol, could very appropriately be applied to the last nine issues of RIL Post, edited by Mr. G.D.M. Boot.

Introducing new features, now familiar, from first-page "strip" to last-page "harbour view", Mr Boo! kept readers guessing "Yesteryear" ships, made "Captains tell", and in short kept personnel alert to all "RIL Activities" in one form or another.

Your new Editor and his Advisors, on behalf of all readers, thank Mr Boot for all his work and wish him a very pleasant home leave.

Contents, with the exception of articles derived from other publications, may be reprinted; acknowledgement of the source, however, would be appreciated.
The traveller, returning to Hong Kong after an absence of a little over four years, must be tremendously impressed by the innumerable signs of growth and steadily increasing prosperity. Industrial facilities, especially at Kowloon, have been greatly extended, new offices and new housing developments everywhere strike the eye, and amenities for the social welfare of the population are being provided on a scale found nowhere else in the Orient. Hong Kong truly deserves to be called the "Wonder City of the Far East".

Coming to the R.I.L., it is a proud moment when one sees the new Head Office for the first time. Already from the outside it is an imposing edifice, standing at the end of Java Road and clearly outlined against Hong Kong's blue sky. The interior arrangements enhance the feeling of pride one must feel; they are a credit to all those who have given their time, their energy, and their initiative to create this modern and efficient office.

Appreciation is also due to those of our staff who have transformed the old local office into a charmingly decorated and well-laid out "pied à terre" for the various interests handled there.

Many things have happened since it was decided in 1947 to reorganize the old Java China Japan Line into the Royal Interoccean Lines. Important changes took place in the territories served by us; Indonesia fell away, but many new spheres of action have been added. We do not yet circle the globe, but our services span the Indian Ocean, the Atlantic and vast parts of the Pacific. It has proved possible to add to our fleet many modern units, and to plan ahead, not only to effect the necessary replacements, but also to extend more or less regularly the number of ships in service.

None of these things could have been done without the untiring energy and initiative of the entire staff, both afloat and ashore, of many races and nationalities, but all devoted to the furtherance of the interests of the Royal Interoccean Lines. As Chairman of the Board of our Company it is my privilege, and it gives me great happiness to express to all of you our appreciation of and our gratitude for your cooperation, and for the spirit in which each one of you performs his work for our Company.

D.A. DELPRAT
RECONVERSION—ON IT'S WAY

Work on m.v. Boissevain—the first of the three sister vessels to be reconverted, to keep them abreast of modern times, and fashionable for another ten years—has started. On 24th January, 1961, at 09.15 hours, m.v. Boissevain moored alongside the Taikoo Dockyard in Hong Kong and things started moving on a colossal job, which ranges from the fitting of complete airconditioning to such details as (quote the specification): "re-positioning of the barber's chair that it can be properly used for the shampooing of male customers’ hair".

On the BRT's all existing first-class passenger accommodation, the proposed new first-class cabins and the officers' cabins will be fully airconditioned, as well as the dining room, lounge and smoking room. The same goes for the Purser's office, library, nursery, ironing rooms, hospital, hair-dressing shop and saloon.

The intermediate class will be demolished and twelve first-class double berth cabins will be installed instead.

When these ships, their beauty sleep over, enter service again, all first-class cabins will appear in new "make up"; the pullman berths removed, up-to-date dressing tables and chest of drawers installed, and other improvements made. The present two dark, and not very attractive, cabins de luxe will be scrapped, and the space thus becoming available will be used for four cabins, two of which will be ordinary first-class cabins, whereas the other two will be more attractive and might be called semi-de-luxe.

m.v. Tjijalengka is also to have its first-class cabins air-conditioned, whereas improvements will be made to the social amenities and cabins.

m.v. Tjinegara, in which ship a permanent swimming pool was built last year (refer Nov. 1960 issue of R.I.L. Post), will also be fully airconditioned.

"Operation face-lift"—the reconversion and modernization of these five ASAS Express ships—will be completed, if all goes well, by May 1962.

R.I.L. ACTIVITIES

s.s. ATLANTIC GOVERNOR was taken up in time-charter for a voyage South America-Japan to relieve Strait Balt from her Vitoria ore and South Africa general cargo commitments to the Far East. m.v. Strait Balt requires 3 weeks for engine repairs in Japan in April.

Particulars Atlantic Governor:
Flag: Greek, Summer Deadweight: 14,880 tons. Vessel was delivered at Angra dos Reis (near Rio de Janeiro) on 11th February and is expected to be redelivered in Japan on or about 10th April.

s.s. KARSIK, upon completion of DMO at Hong Kong in February, will give an extra sailing from Saigon (opt.) and Bangkok to British East Africa and subsequently will assist in the Africa-Australia traffic, e.t.d. Durban mid-April.

m.v. HOUTMAN (Capt. J.M.A. Plante; Fbure de Villeneuve), en route from Cape-town to Melbourne, called at Amsterdam Island on January 14th to pick up a bag of mail from the thirty-five member team of the Meteorological Service at this isolated island. The complete operation took less than two hours.

PICTURE OF THE MONTH

m.v. BOISSEVAIN approaches Taikoo Dockyard in the early morning m.st.
Photograph by Peter Tse.
ENGINEERS—ANCIENT AND MODERN

SPIT AND POLISH
The four officers on the right are posing on the upper engine-room grating of J.C.J.L.'s s.s. Tjilatjih (1903-1915). Note the highly polished flanges of the brass valves, the wooden casing insulating the feed water heater, the cigars!

Photograph through the kindness of Mr F.J. Roozen, Chief Engineer, J.C.J.L. (retired).

MODERN TIMES
On the right is the top of the engine-room of m.v. Straat Banka, built almost 50 years later than the Tjilatjih. Wood, brass and cigars are all gone: in a modern engine-room, wood is hardly used any more and is giving way to plastic, which material is being tried out on R.I.L.'s latest ships; the drudgery of brass-cleaning is abolished, as brass is now usually covered with a coat of paint; and if a smoker was to be found, he would be more likely to be smoking a cigarette than a cigar.

ENGINEER'S NIGHTMARE
The cartoon in water colour reproduced here was submitted to us by Mr C. Schavemaker, Chief Engineer of m.v. Boisdevain.
THE CAPTAIN TELLS ....

Contributed by a Captain
who prefers to remain anonymous.

Some time ago it so happened that the out-dated charts of one of the "Groninger" coasters had to be replaced. The harbourmaster of Delfzijl himself came on board with the new supply and took ashore with him the obsolete ones.

The coaster left harbour, and when at a later date she returned, the harbourmaster enquired as to the worth of the new charts. "Well I must say that they are an improvement", the Captain replied, "but, oddly enough, I could not find that small island to the north of the Sont (fairway near Denmark) on the chart you gave us".

"That is impossible", said the harbourmaster, "but show me exactly where it is; I still have your old chart in my office". They set out for the harbour-office, straight away, and on arrival the Captain immediately pointed out the islet he was talking about; there could be no mistake. The harbourmaster, unconvinced, produced a magnifying-glass and studied the problem closely.

Suddenly he started to laugh, and exclaimed: "My dear Captain, that is not an island but a mark left by a mosquito!" "What! Something left by a mosquito!" the Captain shouted. "Do you know that I have avoided it for over thirty years .... ?"
THE BLACK BOY

The following article, which should be of particular interest to readers who have been in Shanghai, was sent to us by a contributor who prefers to remain anonymous.

Mr S. T. Cheng, Chairman of the Shanghai Stevedoring Association from 1960/9, loaded and discharged J.C.J.L.R.L. and H.E.A.L. vessels for over thirty years in Shanghai, and was known as Stevedore Cheng to a great number of ship's personnel. I have never seen him for years, and to renew our memory of him I am now writing this small article for the R.I.L. Post about how our Stevedore Cheng fared in the good old days, before R.I.L. wound up its business in Shanghai.

I first met him as a ten-year-old student in the school in which I was studying. Shortly after that he was working in a coffee shop on North Chekiang Road near the Shanghai Consular Court. Whenever I passed by the shop I saw him, pencil in hand, reading some book which he rested on any conveniently-placed piece of wood. Once I paid him an unexpected visit at his shop and in the course of conversation that followed, I found him to have a realistic and humorous approach to his work.

During his boyhood, Stevedore Cheng could easily swim (Chinese style, with plenty of noise and splashing) across the Whampoa, and he had exceptional endurance in floating as well as diving. He was fond of riding, and in the early '20s he was frequently seen on horseback on Great Western Road. However, soon afterwards, he had to give it up as the result of a fall from an unfriendly pony, which caused serious injuries to both his wrists.

In his youth he was an unusually strong man, capable of emptying a bottle of gin every evening. Above all, he preferred Dutch gin (Dutch cigars and cheese were also his favourites) and if there was a party at which this was obtainable, he would always be the first guest to come and the last to leave.

During the summer hours, on returning home from work, Stevedore Cheng used to have a cold bath two hours or more. This he did in a strange way: first, he always had a nap in his specially made Chinese tub (a round one of huge size, height 2½ feet, diameter about 4 feet, with water filled up to the edge), after which he proceeded to wash himself. To outsiders it was thought incredible, or well-nigh impossible, to sleep in a tub. But this Stevedore Cheng could do it. Not only could, but enjoyed it as well!

After a ship had been despatched, and as a result of days and nights of work, Stevedore Cheng sometimes sought some rest in an unused upstairs room at our office. We knew what he was doing there, for his snoring could be heard downstairs by the Passage Department. To tease him, we often advised the telephone operator in the Ship­ping Department to give him a ring whenever his snoring became too annoying. On being queried as to why he would not go home, since everything had been done as far as his work was concerned, his reply as a rule would be:

"Why? I never go home before twelve. I am waiting to go out with you after office. How about having a few bottles of samshoo with me? No samshoo, no pep, no going home!"

A jolly fellow and popular with a wide circle of friends, Stevedore Cheng, in his good happy days, could go wherever he liked by signing chits. All restaurants, night clubs, ballrooms, singing houses, theatres, hotels and cafes would be happy to extend credit facilities to him. Even the taxi drivers would not ask him for cash payment. If any friend of his had some article snatched or stolen on the waterfront, he could always get it back through one of his foremen on the following day.

At the time I left Shanghai, Stevedore Cheng (known to all as "The Black Boy") had three wives and fifteen children. What his total is now, I do not know. In those days, he would often say, jokingly:

"I have, for the moment, fifteen in all. I think it is "the more the better". I wish I had more – twenty or thirty more. In that case I could later on work the R.I.L. vessels with workmen of my own making – my own brand!"

He is 59 this year. Although I have not heard from him since I came down to Hong Kong, his spirit and humour remain deeply imprinted in my memory. Stevedore Cheng knew very well how to enjoy life – though some may have called his a wild one.

I hope that all his friends will read this article with interest and with happy reminiscences of Shanghai. To cut a long story short, allow me to say that he was indeed a fellow liked by nearly everyone who met him.

LONG DISTANCE RECORD . . .

Our thanks to Captain H. Klein, Master of m.v. STRAAT MAGELHAEN, for contributing the following story.

R.I.L. had the pleasure of carrying Mr. Frank C. Swannel for 160 days, on what may have been the longest distance recorded for a passenger travelling in this Company's ships, and so this gentleman may have established a long distance record of 26,029 miles.

Mr. Swannel boarded m.v. STRAAT JOHORE at Melbourne for Colombo, India, West Pakistan and back to Singapore. At Singapore he trans­ferred to m.v. STRAAT MAGELHAEN, bound for Japan, Hong Kong, Singapore, the Federation of Malaya, South Africa and South America.

This energetic gentleman, who chose to travel the world by R.I.L. after he had met Mr. J.R. van Osselen on a Rhine steamer in 1957, used his time on board well. Having been a topographer, he proved himself a keen knowledge of hydrographer as well; the drawings he made on board of various landmarks were said by the Master of m.v. STRAAT MAGELHAEN to equal those which are to be found in the Sailing Directions!

Mr. Swannel working on a chart. Photo by Mr. W.H. Schroder, Chief Officer on board m.v. STRAAT MAGELHAEN at the time.
ROTTERDAM—GATEWAY TO EUROPE

In 1954, Rotterdam was the third largest port in the world, and in 1960, the second largest. This fact speaks volumes for the tremendous activity in and growth of this bustling city, the greatest bulk cargo port in the world and Europe's largest oil-port—perhaps more port than city.

Two thousand years ago, when these coastal areas were indistinct, an inlet developed, known as the Helinium, running for twenty-five to thirty miles in the region of the estuaries of the Rhine, Maas and Scheldt. Here and there, a few islands formed in this inlet behind broken ridges of dunes and these were eventually joined together by primitive dyke roads. At a point where the Rotte, a small marshland river, emptied into the Helinium, the local fisherfolks raised the dyke and built a dam—and so the first Rotterdam, a small town built of wood, came into being.

Since those early times, the people of Rotterdam have exploited every natural advantage and today the New Waterway, average depth at low tide 39 feet and with a normal tidal range of 3½ ft., is part of the 18.6 mile long open communication with the sea, while the rivers Rhine and Maas connect the city with its hinterland. There are 2,330 acres of harbour basins for sea-going vessels, 500 acres for other vessels, 3,335 acres being developed in the Botlek district and another 3,530 acres in the so-called "Europoort".

Botlek is developing special storage and transit facilities for oil, ore, coal and grain and has an oil refinery, petro- and carbo-chemical industries. The "Europoort" will be accessible in its first phase to ships of 65,000 dwt, drawing 43 ft. and in its second phase to ships of 100,000 dwt, drawing 49 ft.

Various big exhibitions have been held in Rotterdam since the war, the "Rotterdam Aboy" Exhibition in 1950, the "E-55" (E for Energy) in 1955 and the "Floriade" in 1966. During the latter, the "Euromast" (see photograph) was erected to a height of some 380 feet within three weeks. (The restaurant at the top, which seats about 800 people, was constructed at the bottom of the tower and raised to the top in 5 days.)

s.s. ROTTERDAM leaving her home-town. In the spring of this year Hong Kong, Kobe and Yokohama will be flattered by a visit from this fifth largest vessel in the world on her first round-the-world voyage. RIL will act as owner's agents for the vessel at these ports.

Copyright: S.C. Kroos.

Photograph by kind permission of Holland-America Line.
MAASHAVEN: here you can see the many floating grain elevators sucking such cargoes as wheat or copra from the holds of the vessels and simultaneously discharging directly into lighters.

Copyright: K.L.M. Aerocarto n.v.

Rotterdam offers every modern mechanical device for handling special cargoes and has a special system of custom-house facilities, which renders it "freer than a free port". In 1960, over 80 million tons of sea-borne cargo were handled.

Many modern yards and engineering works make this port a renowned shipbuilding and repair centre. There are 29 floating docks with a lifting capacity of 6,000 to 54,000 tons, 4 building dry-docks, 33 patent and 5 side slipways, the largest of which can take in ships up to 100,000 dwt. Many R.I.L. vessels, such as the STRAAT BANKA, STRAAT BALI, STRAAT MAGELHAEN, STRAAT VAN DIEMEN, STRAAT CLARENCE, STRAAT RIO etc. were built at Rotterdam.

The capacity of the Port of Rotterdam has always been far greater than national needs would demand (national goods account for about 50% of aggregate traffic) and it is in fact a natural distributing centre for Western Europe.

The struggle with a subsiding soil, (more than three feet a century) the struggle with the rising water, the refusal to yield to violence, hard work, good humour and devotion to duty - it is these things which have made Rotterdam and the Rotterdammers what they are today.
DRIVER’S LICENCE

Last July a Japanese driver’s licence was found in the hold of the STRAAT MALAKKA when she was discharging at Rio Grande. The licence was in the name of Mr Kazuo Aoki of Fukui Prefecture. Apparently Mr Aoki must have lost it when transporting in his truck textile goods to Kobe for loading into the STRAAT MALAKKA at the beginning of May.

Subsequently the licence travelled all the way to South America, where it was found and returned to Kobe “free of freight and claims” over a distance of more than 26,000 miles! It was duly forwarded to the owner’s address; however, it appears that Mr Aoki had meanwhile moved without leaving his forwarding address, and the licence was therefore returned by the post office to R.I.L. Kobe. Finally, in consultation with the Ikuta Police Station, the licence was sent to the Fukui Police Headquarters, where it was issued. Unfortunately, we never heard whether Mr Aoki eventually received his licence, but as far as R.I.L. is concerned, it appears that one does not have to worry about losing one’s driver’s licence on a R.I.L. vessel!

“RIJSTTAFEL”

In the old days in Java, so well remembered by many of us, the “Rijsttafel” was a Sunday meal, providing an opportunity for inviting one’s friends in for a really enjoyable time. This would probably be followed by a peaceful siesta, after which one would be very unlikely to require an evening meal.

The “Rijsttafel”, with its origin in Java, consists of steamed rice with a multitude of mainly spicy side-dishes. The quantity of food, plus all the work involved, was the reason why it would only be prepared for a group of persons—and not just for two.

Preparation would start early in the morning with the servants almost certainly enlisting help from their many relatives. The ingredients are many and varied: chicken, ham, pork, meat, fish, eggs, salted eggs, shrimps, vegetables, beans, beansprouts, cucumber, bananas, red chillies and, of course, the local spices.

We, on board the TEGELBERG, are fortunate in having Chef Slaager, who is an expert in preparing this meal. His menu shows forty-two different items—can you believe it?

When “Rijsttafel” is to be served, a sunny Sunday is selected—in the tropics of course—and on such an occasion, work in the kitchen starts at midnight.

When the gong sounds eventually, our guests hurry into the dining-room with keen anticipation and immediately see that the room has been transformed for the occasion: a horseshoe-shaped table is placed in the centre to hold all the food, and facing it is a display of Javanese art, sarongs, wood-carvings, old weapons, native fruits etc. to create the right atmosphere.

However, few have eyes just then for the latter—the tantalizing food absorbs everybody’s attention. First a helping of rice is placed on the plate, followed by all the favourite delicacies arranged around the rice; then on a second plate goes the chicken and fish etc.; finally, the spice dishes and an assortment of chilli-sauces are added.

You are now ready to sit down and start eating. Selamat Makan.

A good cold beer with your food will add to your pleasure and if, after this feast for the gourmet, you are a little drowsy, what could be better than a peaceful slumber for the rest of the afternoon?

Capt. A.J. van der Heyden.

The photograph shows Chef Slaager during a final inspection.
HAWAII — PARADISE OF THE PACIFIC

Mr G.M. Fiester, Manager of the Passage Department, HK HO, recently visited Honolulu to attend the 50th Annual Conference of the Pacific Area Travel Association (PATA), of which he was then a member of the Board of Directors, and gave us this interesting account of these fascinating isles.

Hawaii, or "The Islands" as it is known to the inhabitants, lies in the Pacific, over 2,000 sea-miles to the southwest of the United States of America, and became an integral part of that country on March 22nd, 1898 as its 50th state. There are over two dozen islands in the group, but only seven of them are inhabited, and although Hawaii is the largest — with more land than the others combined — the most important one is the capital island, Oahu. It is here that you find the city of Honolulu, historic Pearl Harbour and the well-known beaches of Waikiki.

This "Paradise of the Pacific" has offered shelter to many wandering races, and the 640,000 population found there today includes Hawaiians, part-Hawaiians, Caucasians, Japanese, Chinese, Filipinos, and mixtures of these races. The islands are, probably more than anywhere else in the world, a melting-pot, an area where all races and play harmoniously together, and this has been so since the first "haoles" (meaning foreigners) — seafarers, adventurers or would-be beachcombers — came across the reef.

The tropical climate, pleasantly cooled by trade-winds, and the natural beauty of the Hawaiian Islands combine to attract visitors, and the tourist trade is one of the biggest industries there today, pineapple- and sugar-growing being the other two.

Most people make for Honolulu, which has two distinct districts, the usual down-town or business area, and the beach area of Waikiki where most of the hotels are to be found. Here you can enjoy such pleasures as swimming, fishing, skin-diving and sailing; the latter can be done in catamarans (twin-hulled boats), said to be the fastest type of sailing craft in the world, and it is certainly an experience to glide silently over the water at high speed (maximum speed recorded being about 35 knots). Many people collect the beautiful shells to be found both in and out of the water, and Hawaii has a special society to encourage this hobby.

The sport which is perhaps most typical of this island is surfing; visitors find an irresistible attraction to this exciting though strenuous pastime, but very few can emulate the agile grace of the islanders as they ride the breakers, triumphantly balanced on the boards which are of construction peculiar to Hawaii.

Like most visitors to Oahu, I went to see Pearl Harbour where the American fleet was sunk on December 7th, 1941. Although the harbour has now been completely re-built, the rusted, twisted hulk of the once proud battleship "Arizona" remains where she was berthed, as a permanent memorial to the 1,102 men who went down with this ship, and to nearly 2,000 other American servicemen who lost their lives on that ill-fated Sunday.

In these lovely flower-scented islands, a wonderful greeting is given to every visitor, from the presentation of a "lei" (a garland of flowers) to the traditional kiss of welcome from a local beauty. I enjoyed all this to the full and could truly say ALOHA — "greetings", "farewell", "love", . . .

In the centre of the photograph is the Hon. W.F. Quinn, Governor of Hawaii and President of PATA, to the right Mr S.R. Newman, Vice-President of PATA and, standing, Mr G.M. Fiester.
On February 2nd, Mr A.P.C. Reynhoudt, Chief Engineer of m.v. Straat Mozambique, celebrated his 25th service anniversary with the Company.

The occasion was marked by a pleasant gathering on board m.v. Straat Mozambique at Hong Kong on February 9th, which was attended by Captain W. Buys, Master of m.v. Straat Mozambique, Officers and Petty Officers of this vessel, Captain A.L. van Ankeren, Master of m.v. Boissevain and Mr C. Schavemaker, Chief Engineer of this vessel, Mr J.R. van Osselen, Mr W.M. de Haan, Mr J.C. Zwan, Chief Administrator, Mr P.V.C.E. Liebenschutz, Manager for Hong Kong and China and many Departmental Heads of HK HO.

Mr van Osselen, addressing Mr Reynhoudt, said he was happy to be in a position to shake hands personally with Mr Reynhoudt at Hong Kong and also that Mrs Reynhoudt could be present at this important event in her husband's career.

Mr van Osselen said that Mr Veltman had told him how sorry he was that he could not be present, owing to illness. Speaker then sketched Mr Reynhoudt's career, which commenced on board s.s. Tjikembang on February 2nd, 1936, followed by service on board s.s. Tjibondari (sister ship of s.s. Tjikembang), and s.s. Tji Kandari. Caught by the war whilst on home leave in the Netherlands, Mr Reynhoudt reported for duty in London on January 10th, 1945.

Speaker described Mr Reynhoudt, who was promoted to Chief Engineer on January 1st, 1957, as a man who always performed his duties in an excellent manner, had cooperated in every way with the Captain, and was a good mixer with passengers.

Mr van Osselen then congratulated Mr Reynhoudt, also on behalf of the Board of Directors, his colleagues and Mr Speelman (who had returned to Amsterdam that morning), and presented the Chief Engineer on behalf of the Company with a gold watch; Mrs Reynhoudt was given a bouquet of carnations.

Mr Reynhoudt, after thanking Mr van Osselen for his kind words and for the Company's memento, said how much he had always appreciated the good and friendly spirit on board. He hoped that this spirit would continue to prevail in the years to come and he concluded by proposing a toast to the prosperity of the Company.

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**OPEN LETTER**

Although my wife and I had the opportunity to say "good-bye" to many of you in Hong Kong and to some of our friends afloat, we should like to do so once more by means of this letter in the R.I.L. Post.

I thank you once more for the cooperation, support and friendship you have given me during the time we worked together in one Company.

Also speaking for my wife, I want to thank you very much for the really wonderful parting gift. Very few things could serve better to remind us of our life in Hong Kong and the pleasant association we had with so many of you than this beautiful Chinese desk.

I say good-bye, adding our most sincere and best wishes to you all.

*R.D. Koolhaas.*

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**PERSONALITIES**

Drs L. Speelman, returned to Amsterdam on February 9th, after a fortnight's visit at Hong Kong.

Mr F. Terwogt, Manager of the Planning, Conferences & Tariffs Department, HK HO, left Hong Kong on February 15th for a business trip to Colombo, Bombay, Alleppey and Cochin. Mr Terwogt returned on February 23rd.

Mr E. Willems, Manager of the Secretariat Administration, HK HO, left Hong Kong on January 28th for a business trip to Sydney. Mr Willems returned on February 13th.
**FAREWELL**

**MR VAN BOCHOVE**

In the photograph Mr & Mrs A. van Bochove and Miss Ann van Bochove can be seen admiring the painting presented to them.

Mr A. van Bochove, R.I.L.'s General Manager for Australia and New Zealand, accompanied by Mrs van Bochove and Miss Ann van Bochove, were the guests of honour at a farewell function held on board M.V. Tjiwangi on December 29th, to enable the Staff of R.I.L. Sydney and Captains and Senior Officers of R.I.L. as well as V.N.S. ships in port, to say good-bye.

Mr J.J. van Mourik, in addressing Mr van Bochove, recalled that Mr van Bochove had been with the K.P.M./R.I.L. organisation in Australia (with short interruptions) for almost 27 years, including 12 years as General Manager. Speaker referred to the large expansion of the Company, particularly during the last few years in which Mr van Bochove had played such a prominent part, and then read out the various messages received, all wishing Mr van Bochove the best for the future.

The next speaker, Mr M.W. Pennell, recalled the day Mr van Bochove first walked into the Sydney office and continued by reviewing the pleasant relations which had persisted between Mr van Bochove and the Australian Staff during those many years. He then made a presentation, on behalf of the Sydney organization, of a painting depicting a typical Australian landscape.

In his reply Mr van Bochove expressed his regret at having to say good-bye, at the same time thanking everybody for their loyalty and co-operation, without which, he said, the business in Australia could not have expanded so impressively. He referred to the great future which Australia has and the part which everybody, also R.I.L. Sydney, must play in order to make it even greater.

The R.I.L. Post wish Mr & Mrs van Bochove a carefree home leave and many happy years in retirement.

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**R.I.L. WEDDING**

The wedding of Mr K. Groeneveld and Miss L.W. de Boer v.d. Ley took place in the historic Town Hall in Haarlem on January 21st, 1961. Although the wedding-dress went astray (and was found a fortnight later at the airport in Bangkok!), the bride managed to get another one and looked very sweet and lovely as she held a bouquet of yellow tea-roses to match her dress. The groom smiled happily and everyone present thought of them as a perfect R.I.L. couple.

Their romance started in the Amsterdam office where both worked together for a year; when Miss van der Ley left for Hong Kong, Mr. Groeneveld, a quick mover, followed closely. They got engaged in Hong Kong but decided to marry in the Netherlands, as Mr Groeneveld was repated to the Amsterdam office. Quoting a famous authoress, it cannot be denied that “love is a many-splendoured thing”!

After the ceremony, a reception was held, at which Mr H.E. Rouffaer (in the absence of Mr Speelman) had the pleasant task of congratulating the newly-married couple on behalf of R.I.L. Amsterdam and all R.I.L. personnel.

The happy pair are now (in Mr Groeneveld’s old Fia!) on their honeymoon in Spain, and R.I.L. Post sends them every good wish for the future.
**SHIPS OF THE WEEK**

These photographs were taken in the Grand Hotel “Georgetown” on February 3rd when recordings were made for the broadcast to m/v. **TJIHANAS** as “East Ship” (top) and m/v. **TJIBANTJET** as “West Ship”.

In the photograph showing relatives of officers serving on board m/v. **TJIBANTJET** can be seen Mrs Teulings (extreme right front row) and Mr J.A.L.M. Teulings (retd. – Second Engineer – extreme right, back row), Representative for R.I.L. at the “de Ruytschool”, Vlissingen.

On February 16th the sad news reached us of the passing away in Holland, after a long illness, of

Mr P. F. Klasen

Mr Klasen joined the J.C.J.L. on November 1st, 1929, at Surabaya and retired at the age of 55 in 1954 after having served the Company as an accountant and assistant chief accountant for over 33 years in Indonesia and Hong Kong.

Many of the old-timers will remember Mr Klasen, “Klaas” to us, particularly the officers and senior Chinese members of our floating staff.

We shall always remember him as a quiet and steady worker, a pleasant colleague and a good friend.

May he rest in peace.

It is with deep regret that R.I.L. announce the death of five of their seagoing personnel.

Mr Choi Hung (蔡雄), who joined RIL in 1946, worked aboard m/v. “Tiiluwah” as a cook. On 18th December, a day before vessel was due to arrive at Sydney, Choi Hung was reported missing and presumed to have fallen overboard. The “Tiiluwah” at once returned on her course for a search but failed to locate him. Aged 44, Choi Hung leaves a wife, two sons and two daughters.

Mr Tam Hung (譚誦), who was fatally injured in an accident when discharging poisons from m/v. “Van Linschoten” in Monrovia on 19th December, died the same day in hospital. Tam Hung joined the Company in 1958 and was 38 years of age. He leaves four sons.

Mr Chu Hop (徐合), tallyman on board m/v. “Tjiadane”, passed away after a prolonged illness on 12th January 1961, in a hospital at Singapore, to which he was admitted in May 1960. Chu Hop, aged 58, joined RIL in 1946. He is survived by his wife and one son.

Mr Yip Sum Chuen (葉森泉), fireman, was seriously injured on board m/v. “Rays” and died the same day in hospital at Lourenco Marques on 20th January 1961.

Yip Sum Chuen, aged 28, was unmarried. He joined the Company in 1959.

Mr A. B. Riupassa, Chief Steward on board m/v. STRAAT MADURA, died in Albany (W.A.), after a short illness, on February 2nd 1961. Mr Riupassa entered the service of K.P.M. in 1947 as a storekeeper. During the war he served on board K.P.M. ships carrying troops from Australia to New Guinea, and was stationed part of the time in the Sydney Office.

On May 1st 1948 Mr Riupassa joined our Company and served uninterruptedly until he was taken sick at Albany on January 19th 1961. Mr Riupassa, aged 44, is survived by his wife and one daughter.

He will be remembered as a kind and helpful man, who discharged his duties with loyalty and keenness.
It has been suggested that, in addition to the postings of Captains and Chief Engineers, the Heads of the Catering Department, the Boatswains and No. 1 Firemen should also be recorded. R.I.L. Post gladly complies with these requests.

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<th>m.v./s.s.</th>
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<td>J.J. Kalkheven*</td>
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* Acting
This photograph shows the port of Yokohama, one of the biggest in R.I.L.'s sphere of interest. Sharp-eyed readers will recognize a vessel of the Straat Van Diemen-type in the centre of the photograph and a vessel of the Straat Mozambique-type in the middle of the photograph near the top.

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NEW PERSONNEL

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

Mr H.M. Comijn 4th Officer
" G. Damman "
" G.L. Dekker 5th Engineer
" E.J.v.d. Berg "
" J.H. Peters "
" L. Krikke Employé HK H O

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LEAVE

The following personnel went on leave:

Mr L.P. Weststrate Chief Officer
" G.W.C. Speld 3rd "
" Th. Kuiken "
" J. Schar "
" P.A. Zwart "
" J. Coppoelse "
" J.L. Franck "
" F.J.A. Hens "

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EXAMINATION RESULTS

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

Mr A.J. Bongers 4th Engineer A 11-1-61
" H.C.A. Quintus "
" F.J. de Boer 5th ASW 29-10-60
" G. Hoeksma "
" R.E.L. Hutzezon "
" W.J.P. Schampers "
" M. Yzerman "

Those who returned are:

Mr H. Prins Captain
" C.J.v. Tuil 2nd Officer
" H.B. Visser Ch. Engineer
" A.J. Bongers 4th "
" W.K. Mink H. Employé
" W. Ruys Employé

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PROMOTIONS

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

Mr F.J. de Boer 4th Engineer retroactive per 29-10-60
" G. Hoeksma "
" R.E.L. Hutzezon "
" W.J.P. Schampers "
" M. Yzerman "

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LEAVING (OR LEFT) SERVICE

Mr T.F.J.S.v. Haasteren 3rd Officer own request
" A.W.H. Dille 3rd Engineer (temp. service)
" D. Groen "
" C.D. La Hey 4th "
" M.E.F. Willems 5th "
" E. Berev Adj. Chef

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