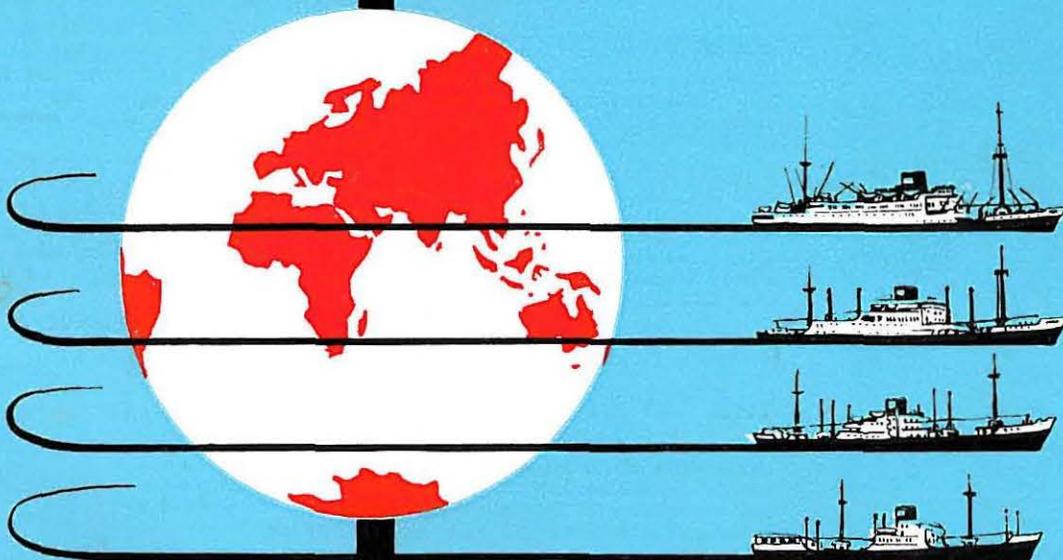




# RIL *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VIII. No. 11. November, 1961

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VOL. VIII, NO. 11  
NOVEMBER 1961



# R.I.L. Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG



## From the Editor

On 1st November, 1953, the first number of the first issue of *R.I.L. Post* appeared — a modest four-page leaflet.

Now, eight years and six editors later, *R.I.L. Post* enters into its ninth year with sixteen- and occasionally twenty-page issues.

We rather suspect that our very first editor, Mr P. van Vliet, wrote most of the first numbers himself. In this issue we are happy to say that we have many R.I.L. contributors.

With the cooperation and help of Baron F. O. van Randwijck (Representative in E. Africa) comes the story from Africa of the large Kipevu project (p.179). Hong Kong and Australia are represented by two very able photographers, Mr Albert Leung and Mr Bruce Polain (p.180/1), and New Zealand (land of the Kiwi — see bottom picture on this page) by Mr E. A. Postuma in his amusing description of Rugby football (p.186/7).

News of the fleet includes an interview with very special passengers on board m.v. "Straat Banka" (p.182/3) by Miss 'Shann' Davies (HK HO Pass.) and tales of s.s. "Tjibodas" by our old friend 'J.H.H.J.' (p.180/1). Among news of Personnel are accounts of two Farewell parties: on page 188 by Captain J. D. Jelijs (HK HO ND) and on page 189 by Mr Jan Dekker (HK HO PZ Off.).

In the centre pages this month are many strange-shaped sails, and the large lateen sail of the Arab dhow on this page might well have been included.

Next month will be several items from Japan, and with the aid of Area Correspondents (who have now all accepted our invitation to help) we shall hope to keep all R.I.L. areas "in the picture".

## HERE SHE COMES . . . .

Looking up and to the left you will find that this issue has a new Editor: Mrs. L. M. Petty. Mrs Petty has been on board *R.I.L. Post* longer than myself, and therefore, rather than introduce her to readers, one is tempted to misquote R.I.L.'s reconversion slogan: "Here she comes, a new Editor, already famous".

Returning to the ranks of readers, and abandoning the editorial "WE", I wish Mrs Petty good luck, happy hunting and the same pleasure I have always felt in being privileged to edit our House Magazine. This has been an exhilarating and rewarding experience; for making it so, I am grateful for the cooperation received from so many in the past. There is no doubt that Mrs Petty, assisted by a keen crew of Area Correspondents, will succeed in running *R.I.L. Post* under full sail and each month pilot into port (or as near there unto as she may safely get) a ship, tight, staunch and strong.

S. R. ELGERSMA

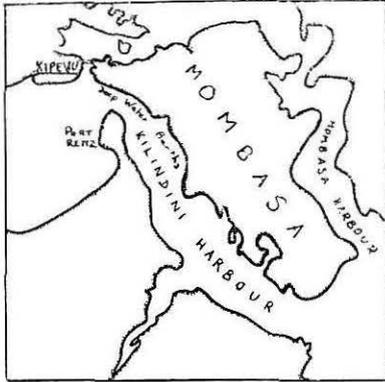
## THE CUT OF HIS JIB

The apt word, the telling phrase . . . . . these are the outstanding characteristics of Mr Elgersma's period of editorship. His puckish sense of humour has kept us amused during the last eight months, and his light-hearted approach to many topics has not hindered a stubborn determination to get to the heart of every subject.

The new editor, on behalf of all readers, would like to thank him and to wish him well in his new post.



*Contents, with the exception of articles derived from other publications, may be reprinted; acknowledgement of the source, however, would be appreciated.*



## A FOUR-MILLION POUND INVESTMENT

Shippers and ship owners will remember the time, not so long ago, when a great surge of imports outstripped the capacity of Mombasa's port of Kilindini and when ships were queuing for berths.

Today, Mombasa's facilities for handling E. Africa's import-export cargoes are ample.

As reported in the January, 1961 issue of *R.I.L. Post*, the port has been extended to the mainland by the construction of a causeway and four more dry-cargo berths. Berths Nos. 11 and 12 are now in use and the remaining two, Nos. 13 and 14 are completed to quay level only, to remain unfinished until future development necessitates their completion.

This "Kipevu" project was opened in February this year by their Excellencies, the Governors of Kenya and Uganda.

The accompanying photographs, to which we are indebted to East African Railways & Harbours, show the development at Kipevu from the original cliffs to the finished berths, with only the ships and their cargoes needed to complete the picture.

The layout and extent of the facilities at Kipevu have been designed for the highest degree of mechanization. Travelling quay cranes and other mobile equipment, forklift trucks and platform trucks, all electric-battery driven, a modern workshop area, high standards of lighting for night-working and provision for bunkering lines, all combine to permit a greatly increased rate of ship handling as compared with any of the island berths.

On reclaimed land at the back of the wharf apron a reinforced concrete transit shed of 100,000 square feet has been constructed to serve Berth No. 12, mainly for imports, and a small "temporary" steel shed has been erected at Berth No. 11, mainly for exports; this shed is designed to be replaced by a double-storey transit shed when the growth of trade warrants it. Open cargo stacking grounds extend to 180,000 square feet.

Experiments will be carried out to test the comparative efficacy in East African conditions of working ships by their own gear, as compared with shore cranes.

Mombasa is the gateway to a market of seventeen million people, and this partial completion of a four-million-pound investment, in increasing the capacity of its port, points the way to almost limitless expansion for the future.



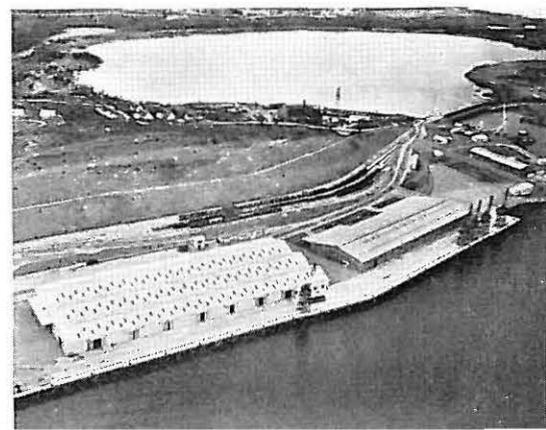
*Original scene with ships awaiting free berths.*



*1954 — The causeway begins to take shape.*



*1956 — The causeway near completion.*



*1961 — Project completed and berths No. 11 & 12 await ships.*



### UNCLUTTERED

In such a simple sampan as this, the Tanka and Hoklo people (originally Hong Kong's pirates) live and die in an unhastened way of life which has hardly changed over the centuries.

This peaceful photograph was taken just at sunset by Mr Albert Leung (HK HO VZ), to win the award for the Picture of the Month.



### THE FIRST TJIBODAS

The first TJIBODAS was a typical "three island" ship with a centre castle for deck passengers amidships and a second class aft.

She had a triple expansion steam engine, which used to make such peculiar noises that the vessel was nicknamed "het hijgend hert" (the panting deer).

Her speed under normal circumstances was not much more than 9 knots, whilst with a heavy north east monsoon in the China Sea against

her, owing to her rather plump lines, she sometimes did not make more than 3 to 4 knots.

The officers' cabins, which were situated on the deck above the centre castle, did not, as on other vessels, open into inside alleyways; instead one stepped from one's cabin immediately on to the deck.

Once, the vessel being loaded down to her marks, the 3rd Officer opened his door just when the crest of a wave reached this deck, with the result that

his cabin was flooded, and he found himself and the door, which was pried loose from its hinges, "surf-riding" along the deck.

When I was serving on the TJIBODAS she was on the run between Java and Saigon, and I remember that we also made several trips between Saigon and Shanghai, carrying rice from Saigon to the Chinese metropolis and returning in ballast.

This latter run was much to our liking, because in both cities we found ourselves very much at home.



**COMPLICATED**

On this mighty liner's maiden voyage 2238 passengers enjoy all the luxuries of the modern world. As the *CANBERRA* majestically glides past *m.v. TJILUWAH* to her berth in busy Sydney harbour, she is photographed by *R.I.L. Post's* Sydney Correspondent, Mr Bruce Polain, to win for him first prize in the Marine Section of the Photographic Competition held recently by the R.I.L. Social Club.

In Saigon we were soon following the custom then prevalent in this city of playing bridge on the terrace of one of the hotels, sometimes paying more (but discreet) attention to Saigon's strolling beauty queens than to our cards. About our activities in Shanghai I will remain silent.

Amongst the first class passengers we carried were some quite interesting people. Once we had a well-known painter on board, who had been commissioned by his Government to make some paintings of Angkor Wat, Cambodia's famous jungle city.

Another time a rice broker travelled with us to Saigon, where he had to testify in a lawsuit. The suitcase which contained the documents pertaining to this lawsuit had been delivered to the vessel in Surabaya, but owing to a misunderstanding had been discharged again in Tandjong

Priok, so that at sea when the passenger asked for his suitcase it could nowhere be found.

The only one who was not worried was the passenger, who told us that he now had a splendid excuse to stay a little longer in Saigon.

However, thanks to the efficiency of the JCJL his suitcase (via Singapore by KPM/Messageries Maritimes) arrived in Saigon only one day later than the *TJIBODAS*.

Each time we loaded a cargo of rice a large contingent of rats came on board. The Captain once complained about the complete lack of "finesse" of these Saigon rats, who did not even show enough politeness to let him go up the stairs first.

When I joined the *TJIBODAS*, my predecessor drew my special attention to an entry in the mail book stating

that the safe in the mail room contained a quantity of cutlery for the stores department, adding that owing to the lock of the safe being jammed, this cutlery had not been landed at Tandjong Priok so far, as requested by Head Office.

Some weeks later, when the vessel was undergoing its survey, the safe was opened but found to be empty.

Fortunately, when the matter was reported to Head Office, the reply was that this cutlery had already been landed at Tandjong Priok about a year earlier. My predecessor, coming across the entry in the mailbook (made by his predecessor) and not being able to open the safe, had assumed that the cutlery was still on board!

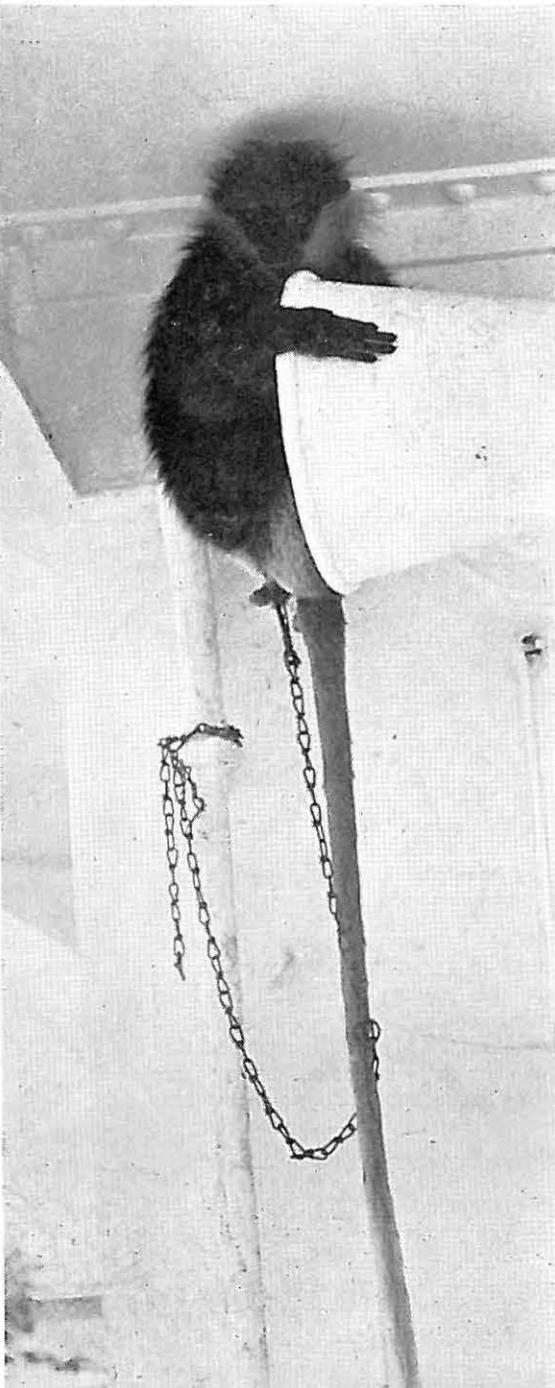
J.H.H.J.

*The first TJIBODAS, which was built in 1906, was sold for scrap in 1931.*



... a small beady eye

... preferred to investigate



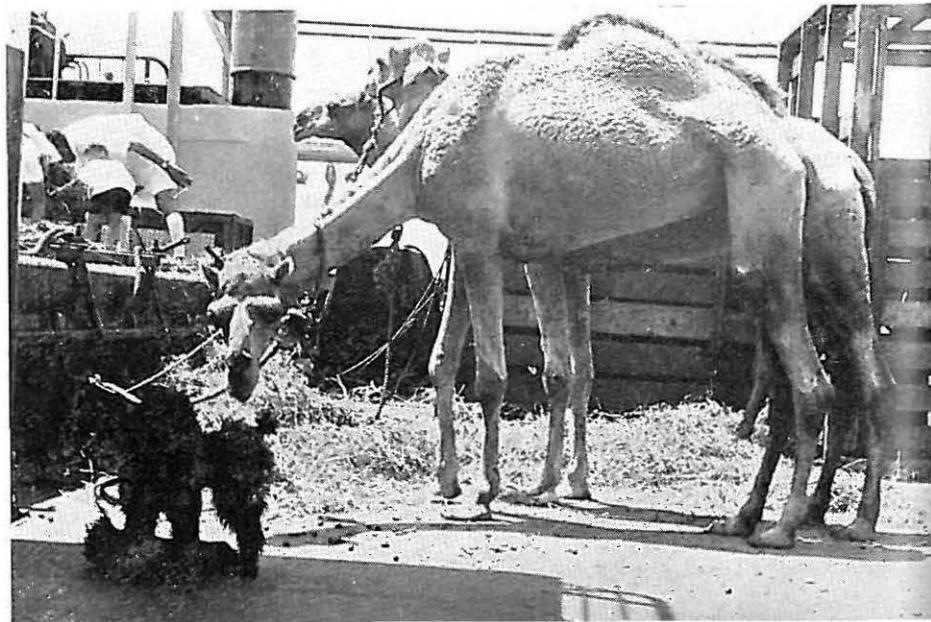
## STRAAT BANK

With trumpeting and a waving of trunks! That is how an R.I.L. ship entered Hong Kong harbour on the morning of September 18th. Surrounding small craft heard what sounded like the soundtrack from a 'Tarzan' film. By the time she reached Kowloon Wharf, it was obvious that the STRAAT BANKA had brought the Circus to town. The trunks and sound effects, in fact, belonged to the *Circo Brasil*, which was taken aboard in Singapore on the last lap of an extensive African and Far Eastern tour. This was its second trip on an R.I.L. vessel, having travelled on the STRAAT JOHORE from Colombo to Singapore.

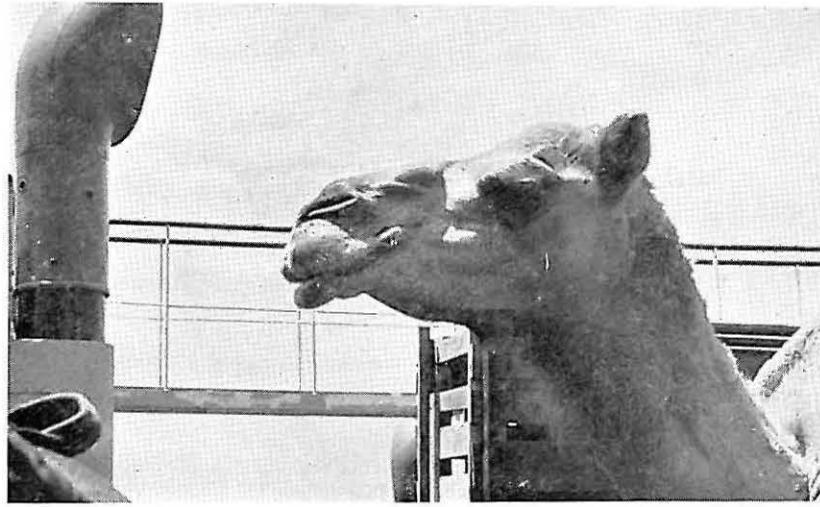
With 20,000 cubic feet of freight, (which, besides the animal carnival on the aft deck, included 10 'gypsy' caravans, 13 bales of tents, 8 cars, 3 motor cycles and 5 trailers) and a shipload of atmosphere, the STRAAT BANKA really resembled a 'show on the road'. Thirty two of the artists—an international troupe of acrobats, clowns, aerialists, skaters and animal trainers—occupied cabins, and seven of the attendants, in traditional trouper fashion, lived close to the animals.

The poop deck was the scene of the most unusual activity during the voyage. Rani, the huge bull elephant, led the company by sheer weight. He was chained alongside Monica, his smaller consort, in an area near the rail. In this way he could keep a small beady eye on Simon, Bobbie, Suzy and the rest of the chimpanzees in the cages

... shipload of atmosphere



# SHOW BOAT



*. . . . looked disgruntled*

opposite; on Lilly the bear and the four lions; and could at the same time contemplate the China sea-scape.

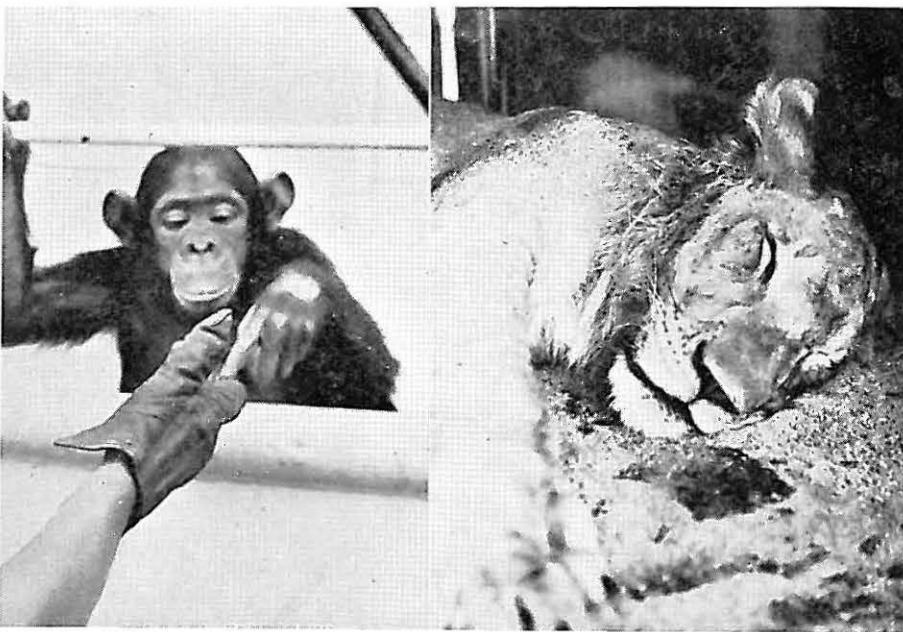
The rest of the zoo astern consisted of three camels who looked disgruntled—but this is something congenital to the species—two zebras, a snake and two crates of exotic South American birds. Acting as a sort of Intelligence between the animals and the human element aboard were two 'monkeys-at-large': Duala, on a long chain, quickly made friends with all who passed by the stairs to the upper deck: Nino, however, preferred to investigate the ventilation.

The unloading of the Circus was in itself a command performance. The audience on the quay watched the elephants' somewhat precipitous disembarkation, and the modern way of discharging a Noah's Ark. Then slowly the entire circus made its way to Wongtaisin (Kowloon), the site it was to occupy for a month of its stay in Hong Kong.

The animals were, reportedly, happy with the service and staff of the STRAAT BANKA. It's true that Rani made frequent attempts to snatch at passing officers, and Lilly hardly stopped pacing up and down during the whole trip, but such idiosyncracies on the part of their charges are not unknown to a ship's staff. The artists were more explicit. The service was 'estupendo' (wonderful), the staff 'buena gente' (fine people) and the voyage 'El mejor' (the best).

*. . . . the service was wonderful*

*. . . . somewhat precipitous*



## SAIGON



## N A T I V E

Wherever R.I.L. ships sail, they meet the boats that are native to their countries, made—originally at least—from local materials and designed specifically for their purpose, which is usually that of fishing.

The simple and distinctive lines of these craft make them attractive subjects for marine photographers, well known among whom is Captain H. Zeylstra (m.v. "Straat Lombok"). The top three photographs on this page were taken by Captain Zeylstra: on the Saigon river he shows a group of peculiar Vietnamese rivercraft on their way home with the flood tide; at Kaimana a number of New Guinea schooners are beached for overhaul; and out of Castle Peak Bay glide a few of the 10,400 junks which fish in Hong Kong waters.



## SINGAPORE





## HONG KONG



# CRAFT



When m.v. "Houtman" was off Accra (Ghana) last year, Captain J. M. A. Plante Febure de Villeneuve took the photograph of a lighter laden with cocoa, showing the oarsmen sitting on the gunwales as each wields his odd trident-shaped paddle.

In Singapore and Sarawak, where a small sampan may house a large family, each has developed its own characteristic cover, the former with rounded rattan canopy and the latter with typical pitched-roof shelter.

On the other side of the world in Recife (Brazil), fishing is done from a precarious-looking craft—the jangada—whose red, blue and green sails dot the beaches and harbours. In the last picture on this page a group of jangadeiros push their raft up the beach on rollers at the end of the day.

## SARAWAK



New Zealand, or the 'Land of the Long White Cloud' as the indigenous people call it, is the magnificent combination of everybody's travel dreams: the Alps whose beauty surpasses those in Switzerland; the trout streams described by Capt. Cook in the second issue of the *National Geographic Magazine*: the surf beaches of the most northern part of the country (which fact is disputed by - who else? - the Australians): Mount Egmont, which every year attracts thousands of Japanese pilgrims: and certainly not least, Rotorua, where so much of New Zealand's twentieth century culture is being preserved.

In these natural surroundings have grown a breed of people who have all the qualities and characteristics of living near and down to earth: the quiet acceptance of things that cannot be changed, the hospitality, the lack of affectation, and the resigned disrespect for all unnatural authority. Minor - and according to the Govt. Tourist Bureau - infrequent unpleasanties like blizzards in Central Otago, floods in Taranaki and week-long gales in Wellington, only serve to accentuate the qualities I described above. People do not get easily ruffled and the expression "she'll be right" is one of the few in the world for which the Oxford Dictionary has no synonyms.

There is a time though during which these traits undergo a change. Come Autumn, there is a Spring fever in the air (which phenomenon need not surprise you, remembering that New Zealand is in the Southern Hemisphere), the conversations become livelier, one meets more people in the streets after 6 p.m. on Saturdays, small groups form themselves in the office on Monday mornings, and gardens are neglected. One misinformed foreign diplomat reported to his Government that this change was due to the coming elections for the local City Councils. When news of this report leaked out it created quite a stir, and if I remember well the man in question was declared *persona non grata*.

The real reason for the change in atmosphere is a sport called Rugby. According to New Zealand sources the game was first played in New Zealand, and consequently the New Zealanders were the first world champions. Ever since they have tried to live up to that reputation (and managed quite well). But let me tell you a few of its rules.

The first condition is that the game be played in pouring rain or a howling gale (preferably both) and that not more than one third of the field is visible. Of course these conditions make it necessary for those who watch to keep warm with endless cups of tea. A notice on all major Rugby park gates that "The consumption of alcoholic liquors on these grounds is strictly forbidden" has no bearing on the game at all and has been put there by facetious club-supporters.

The game is played with two teams each of fifteen players who are called forwards, five-eights, half-backs and full back, depending on their weight. One famous full-back in the 19th century weighed 20 stone on the hoof, that is with his boots on, and when he was finally donated to a medical faculty, students found the heads of a dozen opposing forwards embedded in his midriff.

The forwards are usually lithe and speedy. They are masters of the slide, the evasive move, the floating dive and, if they are good, the try. The try is made when the ball is put over the opposing goal line: no kicking or throwing in, the player has to have his hands on the ball when putting it over the goal line. On most occasions that is the only part of himself that is on the ball; usually most of the defending team are sitting on the rest of him. However, before a try is scored there is a lot of kicking going on and throwing the ball around from man to man. The difference with, for instance basket ball, is that the players can kick the ball forward but are not allowed to

## S P R A Y

### Ocean Bus

An "Ocean Bus" capable of carrying 100 passengers at up to about 80 mph is about to make its maiden voyage from an aircraft plant in the U.S.A. The Ocean Bus, which is a 104 ft. long, 80-ton hydrofoil vessel, cost US\$5,000,000 to build. It is powered by a 20,000 h.p. gas turbine and involves some shipping engineering problems unique to the industry.

### Trafficators for Ships

Trafficators are going to be fitted to more and more ships with a view to use in crowded waters. The Russians claim that they originated the idea and that many of their ships are fitted with three coloured lights which can be used to indicate whether the ships are turning to port or starboard, going astern or even ahead. The United States freighter GOLDEN EAGLE, 8,163 tons, has 20 ft. long flashing arrows which indicate exactly what she is going to do. In London, the Port Authority has now adopted the system on its tugs for use in addition to the sirens.

### Ships to Fight Snails

China is building some special ships to destroy water-snails, which cause the disease schistosomiasis, prevalent in China and other countries such as Egypt. The main feature of the ships will be a powerful pump which will discharge lethal chemicals at high pressure through a hose into the mud and clay of the reed areas where the snails live.

### Buoy

In operation some 3½ miles off the coast at Miri, Sarawak, is the first single point ocean-going tanker loading berth in the world. The buoy, which is a prototype, was built in Holland by Werf Gusto.

Owned and operated by Sarawak Shell Oilfields, Ltd., (Royal Dutch/Shell Group), the berth caters for the simultaneous handling of crude oil and bunkering. Moored by eight 10-ton anchors, the buoy is 27 feet in diameter, weighs 65 tons and is equipped to handle two grades of oil through three 12-inch floating pipelines swivelled at the centre of the buoy and thence to the shore through submarine pipelines.

## NEW ZEALAND

### A. Postuma

throw the ball forward. They have to pass it on the same line or backwards. This rule makes for beautiful synchronized attacks, which, seen from the Grand Stand, reminds one of the waves of assault by (admittedly decimated) Roman Legions in one of Cecil B. de Mille's epics.

When the players are bored with running around and lose their enthusiasm for pulling their opponents' sweaters, they all go into a huddle, grab each other round the middle, push their shoulders together and try to grind each other into the ground. During this quiet interlude (called a scrum), in some areas the players take the opportunity of making a few extra pounds by playing two-up, which game is played under Australian rules. So as not to endanger their amateur status, they form a very close circle to block the umpire's view; one can therefore often see the spectacle of a referee dancing around a scrum, looking for an opening through which to get in. Some years ago a referee did actually manage to get in and was never seen again.

Whilst this may give you an idea of the atmosphere in which the game is played, it is nothing compared with the frenzy preceding the game. A month or so ago an international match was played in Wellington against a French team in conditions under which Shackleton or Sir Edmund Hillary would have said "Let's stay home near the fire". The giant P. & O. CANBERRA cruised outside the heads for forty-eight hours, unable to enter. The day before the game, however, people of all ages pitched their tents and sleeping bags outside the gate in what amounted to a blizzard, in the hope of getting a standing ticket. A new grand-stand, hardly completed on the same day, was so subjected to the wind that ticket holders were issued with pick axes, ropes and hand-cuffs. According to a newspaper, one woman even turned up wearing a parachute, but this report has not been confirmed. Because of the wind, no players could stick to their positions and

this made the match one of the most brilliant and magnificent ever. (I know - I saw it on television). The players were blown over, slithered around, toppled, skated, rolled and any attempt to pass the ball was followed by hollow laughter from team mates and opponents alike. The most beautiful conversion of a try was made when the French full-back kicked the ball towards his own goal: it travelled up, hung in the air for a split second and disappeared with awesome speed between the New Zealand goal posts. That happened just before the referee decided *not to allow* penalties or conversions because the N.Z. Rugby Association was running out of balls.

Although tempers perhaps do not match the South American soccer scenes, where players are protected from the public by deep pits around the field, it happened during a game against the same French team that a middle-aged woman ran on to the field and clouted a French back with her umbrella. Although some editorials adopted a rather cautious attitude, the woman became a national heroine and can now be seen at Madame Tussaud's.

That this preoccupation with the game may lead to excesses cannot be denied. Sensible business firms make a reference to Rugby in their advertisements, whether they sell insecticide or office chairs. Shreds of sweaters, worn by Rugby internationals, are sold as relics, and one school boy, when asked what the French Revolution was, wrote in his essay that it meant a change from positioning five to six players in the forward line. However, these excesses are not looked upon as dangerous and it is generally agreed that Rugby is the most fascinating, masculine, character-building, fast, virile, and exhilarating game in the world. I *must* go and see it one day.

*(With apologies to my many friends in N.Z. who have tried to teach me the rudiments of the game.)*



From l. to r., Front Row: Peter Tam, Lai Chun Man, J.v. Zuy'en, Leo Tjon Sien Ki, Kwan Cheong Yiu. Back Row: Cheng Shiu Hung, Leung Kai Chee, Leung Shu Fan, Lam Chi Kwong, Tony Lok, Ma Sum.

### PERSONALITIES

Mr J.C. Zwan, Chief Administrator, returned to Hong Kong from Home Leave on 16th October.

### 1961 TJI-CUP TOURNAMENT

The 1961 Tji-cup football tournament, which formed the 10th in the series of annual football tournaments between teams from Taikoo Dockyard, A. Wing, Hong Kong University and R.I.L. since the tournament was initiated in 1952, was played on Sunday, September 16th at the Army football ground at Sookunpoo.

The A. Wing team which won the 1960 tournament were successful once again; A. Wing certainly had the most accomplished team, and in none of the three matches they played was their victory in doubt; they started off by beating Taikoo in the opening match 4-1, followed this up with a 3-1 victory over H.K.U. and finished the day's work with a 4-2 win over R.I.L.

Taikoo, who were runners-up in 1960, managed to clinch second place and the runner-up trophy again this year.

The presentation of the trophies to the captains of A. Wing and Taikoo and of medals to the players of these 2 successful teams by Mrs. van Zuylen concluded this "jubilee" Tji-cup tournament.

## CAPTAIN VAN DER HEYDEN RETIRES



### R.I.L. ACTIVITIES

m.v. *Straat Banka*, fresh from the Hong Kong & Whampoa Dock, and shining in her new paint, sailed for Japan on 30th October to effect the 17th November ASAS Express sailing from Japan. Her first port of call there will be Muroran.

m.v. *Dahlia*, after having made a complete round-trip in ASAS employ, was redelivered to her owners on 13th October.

s.s. *Karsik* has been time-chartered by Messrs K.P.M. for a period of approximately two months as from 20th September, 1961.

### S W E E P I N G S

Old Pool for New Seals — In 'Het Financieel Dagblad' is a report that m.s. "Oranje" has presented its out-dated swimming pool to Texels Museum in the Netherlands for the up-bringing of rescued 'pup' seals.

Tall Chairs for Small Children — In a recent 'Voyage Report' received at HK HO is a request for high chairs for toddlers, with the comment:

"Every meal two children must be filled up with pillows which caused an unattractive view in the diningroom . . ."

On 24th September a luncheon party was held by Managing Directors at Mr J.R. van Osselen's residence in Hong Kong, to say farewell to Captain A.J. van der Heyden, Master of m.v. *TEGELBERG*. Among those present were Mr J.F. Egberink (General Manager for Africa), Captains D. Visser (m.v. *STRAAT BANKA*) and A.J. Zonnevillage (m.v. *STRAAT COOK*) and Chief Engineers G.H. Menses (m.v. *STRAAT COOK*) and A. Snoek (m.v. *TEGELBERG*).

Captain van der Heyden joined K.P.M. in 1928; he was interned in Java during the war, and in 1949 transferred to R.I.L. In 1953 he was given his first command — that of m.v. *TJIMENTENG* — and it was on board this ship that he celebrated his 25th Jubilee.

Captain van der Heyden was promoted to Captain in 1954 and commanded m.v. *TEGELBERG* from 1957 to 1959. He brought out the *STRAAT COOK* from Holland on her maiden voyage and then returned to m.v. *TEGELBERG* — his last command.

During Mr van Osselen's after-dinner speech, a completely unexpected guest arrived, being "George", the by-now-well-known sophisticated ship's rat of m.v. *TEGELBERG*.\*

In his speech Mr van Osselen mentioned, amongst other things, the untiring efforts of Captain van der Heyden to make the trips of passengers on board the ships he commanded unforgettable ones. "You understood so well" said Mr van Osselen, "how important passengers are to the reputation of our Company".

In his reply, Captain van der Heyden said that when learning to know the wishes of the public (or passengers), the first thing to do was to make contact with them. He thanked Managing Directors for their continuous interest in the well-being of the ships and their personnel, and ended by proposing a toast to the continued prosperity of the Company.

Captain van der Heyden will retire to his home in South Africa.

J.D. JELIJS.

\* Readers of the June 1961 issue of *R.I.L. Post* will remember that "Skipper Heijdorius" reported that "*George joins in with gusto whenever a shipboard incident takes place . . . he has a definite weakness for the good things of life*".

There is no doubt that George did not intend to miss such an occasion as this. (Ed.)

From L. to R.: Messrs W.M. de Haan, A.J.v.d. Heyden, J.R. van Osselen, A. Snoek, C.W. Jeremiusse.



## FAREWELL LUNCH—CAPTAIN VISSER

Once again one of the "old-timers" is leaving us; this time it is Captain D. Visser, who on his last voyage took m.v. STRAAT BANKA from Australia to Hong Kong for the reconversion.

Before his departure to Australia, where Captain Visser hopes to settle, he was offered a farewell lunch by the Managing Directors in the company of several of his colleagues, Chief Engineers, Onder-directeuren and those Departmental Managers who have been working closely with him.

There is nearly always a certain atmosphere of forced cheerfulness on such occasions. Not only because "Partir c'est mourir un peu", but also because of a number of those present must think "There goes another of our contemporaries, with whom we started our career. There are only a few of us left and my time is not so far off either?"

It is not so much the saying of good-bye and farewell, as a closing of a chapter, a very important part of our life, and it is linked with the idea of "what will the future bring us?"

However, at this particular lunch the atmosphere was lightened in a very convivial manner, as a result of many anecdotes told of and about the "old-timers long gone". Many a good laugh was heard, especially at the story of a superintendent who maintained that he could not kick Captain Visser (at that time Chief Officer) out of the Company, as his left foot was sore and he needed his right foot to stand on.

The speech during lunch was made by Mr W.M. de Haan. With wit and brevity he summarized the past, expressing appreciation for what Captain Visser had done during his long career, and conveying good wishes for the future to him and to his wife. Special mention was made of Captain Visser's great ability to form a scientific approach to his duties, which has always been of great assistance to those dealing with him and his ship.

Captain Visser, who is well known for his ability to speak (and write), replied in a few extremely pertinent phrases, drawing attention to the fact that the education and training of youngsters has been very close to his heart. It had not always been easy. Often misunderstood as being hard or difficult, he retired convinced that he had passed on some of his experience and knowledge and that the job had been well done. He finished with an expression of



From l. to r.: Messrs J.R. van Osselen, D. Visser, C.L.C. van Kretschmar and P.H. Zweers (Master—STRAAT BANKA)

hope that the Company may always have fully loaded ships with good freight-rates.

Although Captain Visser is retiring from the Company and the sea, he is not retiring from work. He intends to start in the business in which his wife already has an important share.

JAN DEKKER.

Earlier this year a party was held on board m.v. STRAAT SINGAPORE on the occasion of the handing over of command from Captain Visser to Acting Captain L.A. Cysouw. It also took the form of a farewell to Captain Visser after 33 years at sea.

Although Captain Visser was originally trained as a schoolmaster, he preferred a sea career and joined J.C.J.L. in 1928 on board the TJIMANUK. After service on no less than twelve other "TJI" vessels, he was again on board TJIMANUK in 1943 and stayed in that ship until 1946. He was awarded the Oorlogsherinneringskruis for his war services.

Captain Visser's first command was s.s. TJIPONDOK in 1949. He was promoted to Captain in 1953 and commanded seven other ships before he finally joined the STRAAT BANKA.

On behalf of the Officers of m.v. STRAAT SINGAPORE, Captain Visser was presented with a seascape and barometer by Chief Officer J. Verburg.



## IN MEMORIAM

It is with deep regret that we announce the death of two of R.I.L.'s sea-going personnel:



Mr. Lai Loong (賴龍) General Cleaning boy, died on 27th September, 1961 at the Canossa Hospital, Hong Kong after a short illness.

Mr. Lai, aged 51, joined Royal Inter-ocean Lines in 1949, was posted to m.v. "Tjiwangi" in 1950, and served continuously on this ship until he entered hospital. He has given loyal and faithful service to the Company and will be much missed.

Mr. Lai is survived by his wife, one son three daughters.



Mr. Ting Ee Siew, alias Chan Yee Sou (陳依修), Quartermaster, died on 5th October, 1961 at the Hong Kong Sanatorium after a long illness.

Mr. Ting, aged 54, joined Royal Inter-ocean Lines in 1951, and after serving on various ships was finally posted to m.s. "Sibigo". He has always given loyal and faithful service to the Company.

He leaves behind him a wife and one son.

本公司謹以忱痛之情，宣佈下列兩位海員仙逝哀訊！  
賴龍君任清潔侍應生之職，不幸於九月廿七日，突病逝於香港嘉諾撒醫院。  
賴君享年五十一歲，於一九四九年加入本公司任職，於一九五〇年服務於芝萬官輪，直至入院之日為止，在職期間，工作勤慎，忠於職守，一旦仙逝，聞者悼惜。  
賴君遺下妻室一子及三女。

陳依修君，任舵工之職，不幸於十月五日病逝於香港養和醫院。  
陳君享年五十四歲，於一九五一年加入本公司任職，最後於去年在詩必高輪服務，因病遣送回港，在職期間，工作勤慎，忠於職守。  
陳君遺下妻室及一子。



The sad news has just reached us of the death of Mr H. G. M. Rompen in Nijmegen, the Netherlands, on 22nd September. Mr. E. van Walree represented the Company at the funeral which was held in Nijmegen on 26th September.

Mr Rompen joined the J.C.J.L. on May 15th, 1934 at Batavia and retired at the end of 1950. Before the war, he served the Company as accountant in Batavia, Shanghai and Manila, at which

latter place he was interned during the War.

After the liberation of the Philippines early in 1945, Mr Rompen was sent to Australia for a short period of recuperation and he then resumed work at the then K.P.M. Sydney office, from whence he was transferred to Batavia in 1946. Following on home leave in 1948, he joined Hong Kong Head Office as assistant chief accountant.

After his retirement, Mr. Rompen visited Hong Kong again, when passing through on his way to China as member of a business mission, and he seized this opportunity to meet his old friends and colleagues.

Mr Rompen was a keen sportsman and an accomplished tennis player. He will be remembered by his many friends and colleagues for his cheerful disposition and his sense of humour, which made him a popular and much-liked member of the JCJL/KJCPL staff.

J. v Z.

### TENTH ANNIVERSARY CELEBRATION

A Chinese dinner party was held on 7th October in a well-known Hong Kong restaurant by members of the R.I.L. Sports Club to celebrate the Tenth Anniversary of the founding of the Club. During the dinner a congratulatory telegram from Mr A.H. Veltman was read and an appreciative reply was sent from the Club.

### STOP PRESS

On 12th October, in only 9 hours, m.v. "Tjisadane" (Captain W. A. Giel) successfully evacuated 291 inhabitants of the doomed island of Tristan da Cunha.

Although at the time of going to press no first-hand accounts or photographs have been received, there is no doubt that this was a magnificent feat of seamanship.

A full report will be included in the December issue.

### BACK PAGE TRIO

- Up — swing tea chests in Bombay on board m.v. STRAAT TORRES when she was on her maiden voyage.
- Aloft — flies m.v. BOISSEVAIN's call-sign — P.D.E.P. — and I.Q. — immigration and quarantine.
- Down — is lowered a valuable Australian race horse on to the quay at Singapore from m.v. STRAAT JOHORE.

# PERSONNEL

## NEW PERSONNEL



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

Mr R.H.M. Teulings	4th Officer
„ J. Nichof	Appr. Engineer
„ D. de Ronde	„ „
„ J.J.E.M. Veraart	Ass. Purser 2nd class
„ T. Petersen	Employé HK HO
„ K.A. Wolthuis	„ „

## LEAVE



The following personnel went on leave:

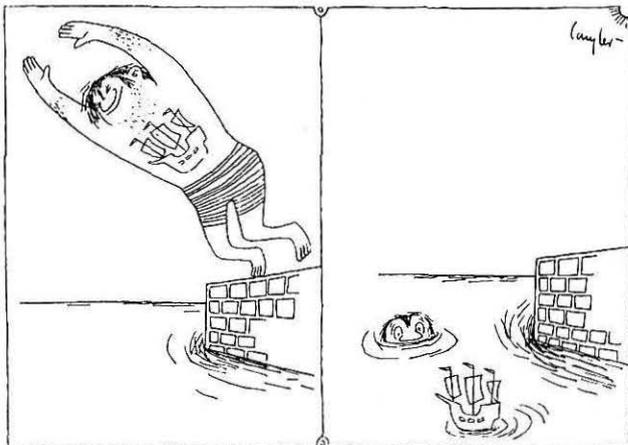
Mr H.v.d. Meer	2nd Officer
„ S.v.d. Heyden	4th Engineer
„ A.L.G. Rommen	„ „
„ J.H.Th.M. Smulders	„ „
„ A.J.R. Fransen	5th „
Jhr H.W. de Bloec van Scheltinga	Employé

Those who returned are:

Mr A. Smid	3rd Officer	posted to
„ R E.v.d. Jagt	4th Engineer	m.v. BOISSEVAIN
„ B. Klijnstra	„ „	„
„ M. Lessing	„ „	„ STRAAT SINGAPORE
„ J.C.J. Drevverman	Employé	„ STRAAT RIO
„ J.J. van Steenbergem	H. Employé	HK HO
		Yokohama

## LEAVING (OR LEFT) SERVICE

Mr R. Reichenfeld	Chief Officer	own request
„ H.M.A.v. Lieshout	3rd „	„
„ H. Vreugdenhil	3rd Engineer	„
„ J. de Wolf	4th „	„
„ H.J.M.v. Rietveld	5th „	„



## SUCCESSFUL EXAMINATIONS



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

Mr A. Smid	3rd Officer	II	22-8-61
„ R.J. Vleerbos	„ „	Th.I	27-9-61
„ R.E.v.d. Jagt	4th Engineer	A	15-9-61
„ M. Lessing	„ „	A	11-9-61
„ A.M.P.v.d. Avert	5th „	ASW	28-4-61
„ IJ. Kloosterman	„ „	ASW	21-7-61

## PROMOTIONS



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

Mr A.M.P.v.d. Avert	retroactive per	28-4-61
„ IJ. Kloosterman	„ „	21-7-61

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain A.J.v. Heyden, Master of m.v. TEGELBERG, went on home leave prior to his retirement.

Captain H.A. Scheybeler, Master of m.v. STRAAT MALAKKA, was posted to m.v. TEGELBERG.

Mr E.P. Helleman, Chief Officer, was posted to m.v. STRAAT MALAKKA as acting Captain following intermediate leave.

Acting Captain H. Muis of m.v. STRAAT SOENDA, went on home leave.

Chief Officer C. Dekker, was posted to m.v. STRAAT SOENDA as acting Captain following intermediate leave.

Captain C. Baak, Master of s.s. TJBODAS, was posted to m.v. STRAAT CLARENCE.

Captain W.P.H. Gerken was posted to s.s. TJBODAS following intermediate leave.

Captain G.W. de Bruyn, Master of m.v. STRAAT CLARENCE, went on home leave.

Chief Engineer J.R. Meyer of m.v. STRAAT RIO went on home leave.

Chief Engineer J.P. du Bois was posted to m.v. STRAAT RIO following home leave.

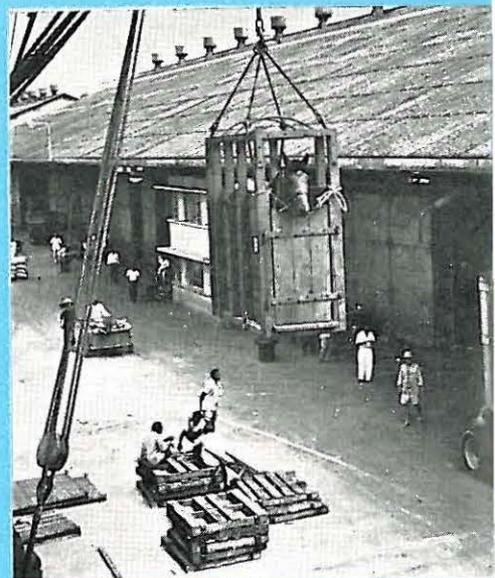
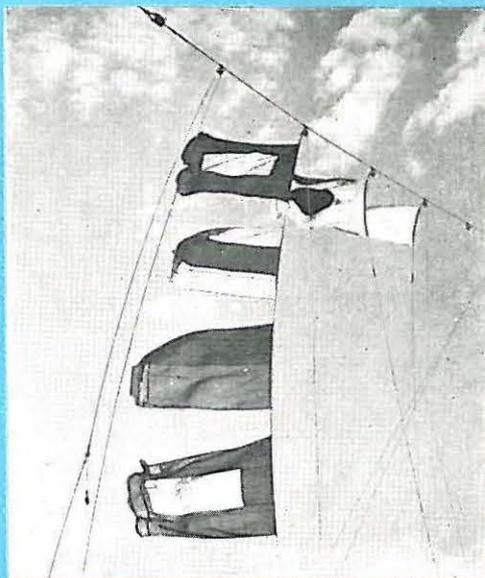
Chief Engineer D.M.A.J.v.d. Gugten of m.v. STRAAT TORRES went on home leave.

2nd Engineer J. Mos was posted to m.v. STRAAT TORRES as acting Chief Engineer following home leave.

2nd Engineer Th.M.J. Effring was reposted to m.v. TJILWONG as acting Chief Engineer after hospitalization.

Acting Chief Engineer F.J. Bruil was again given the position of acting 2nd Engineer of m.v. TJILWONG.

HOIST



PORTS OF CALL: DAR-ES-SALAAM

