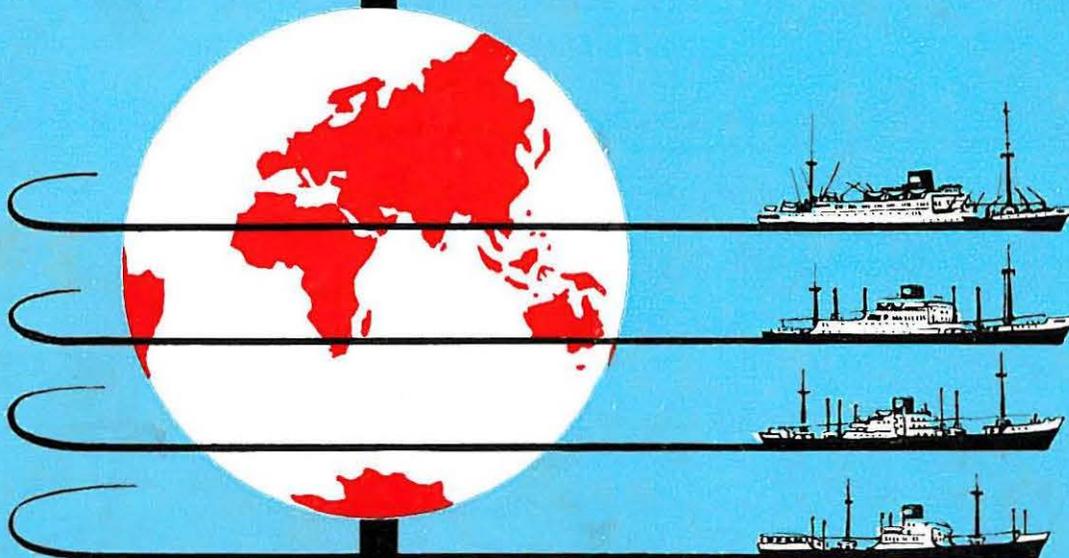




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. IX. No. 5. May, 1962

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MAY 1962
VOL. IX. NO. 5



R.I.L. *post*

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTER-OCEANIC LINES

P. O. BOX 725

HONG KONG



From the Editor

ILLUSTRATED

This month's issue of our staff magazine contains more pictures than ever, thanks to the cooperation and help of many different people. Photographs of R.I.L. ships and staff, and from many areas visited by R.I.L. ships, all combine to illustrate many facets of "Life with R.I.L."

LANDSCAPES

Netherlanders all round the world will appreciate the Springtime pictures from Holland (B) on P.80/81.

Car-racing enthusiasts will recognise our R.I.L. "records expert" (p.89), recording the races at Warwick Farm.

SEASCAPES

Another new R.I.L. ship is afloat (p.79).

Deep-sea sailors are preparing in Australia for the America's Cup (p.83).

R.I.L. crews distinguish themselves this year (A) in the Trevesa Trophy race (p.82).

A bulk-carrier and a tanker go through elaborate manoeuvres (C) to make one new ship (p.86/87).

ON LAND AND SEA

m.v. "Straat Clement" brings much-needed food to the picaninies (D) in hungry Kenya (p.84).

Staff members in Japan travel by bus and steamer on their annual outing (p.85).

Amazing objects are washed up from the sea (p.88/9).

PHOTOGRAPHERS AHoy!

Have you remembered that the closing date for our Anniversary Competition (all details in the February issue) is June 30th? Mr. S. Y. Lau (HK HO PZ) has already been practising, as his shadow shows on the right.



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



M.V.

STRAAT

COLOMBO

LAUNCHED

At 11.15 a.m. precisely on 2nd April, R.I.L.'s latest ship – the fifth and last in the C-series – glided down the slipway from the yard of "Machinefabriek en Scheepswerf van P. Smit Jnr.", Rotterdam.

The ship was launched by Mrs S.S. van Sandick, wife of Mr A.A. van Sandick, member of the Board of Directors. After the ship was safely in the water, Mr E. Struyk, Managing Director of P. Smit Jr. thanked Mrs van Sandick and presented her with a diamond ring and matching earrings as mementoes. He also mentioned his close connection with Royal InterOcean Lines up till a few years previously, with the "Bouwureau" of Messrs K.P.M., designing and supervising the building of R.I.L. ships. Now, as a Director of Messrs Smit, Mr Struyk promised to deliver a good ship to R.I.L., and expressed his pleasure that this Company was continuing its connection with Messrs Smit by ordering two new ships of the "F"-class.

In reply, Mr L. Speelman said that a fast ship of excellent construction would help to meet the heavy competition in shipping today.

Mrs van Sandick expressed her pleasure at being invited to launch the STRAAT COLOMBO, wished the new ship Godspeed and a prosperous future to R.I.L.

The STRAAT COLOMBO is expected to be delivered in mid-August and is scheduled to enter the FEWAS in the latter half of September.





SPRINGTIME

IN

HOLLAND

In the Betuwe





Tienhoven

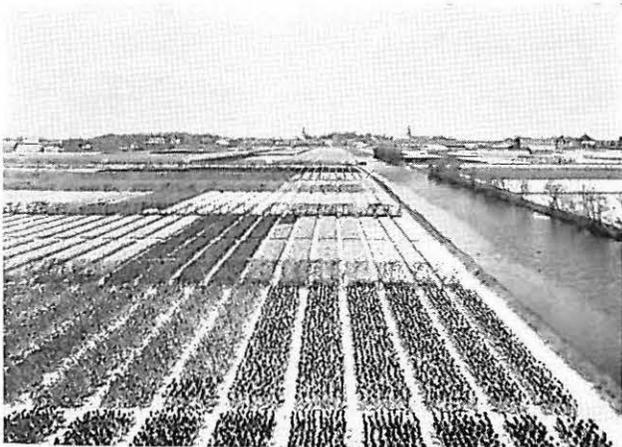
Once again the time has come for Spring to relieve our country from the frosty grip of Father Winter, who turned the "low lands" into a white sheet with blasting icy winds whistling over it during bleak days and dark nights. But, as there is always an end to everything, we once again see him slowly disappearing to the lands of the Northern Lights, to spend the summer in his Arctic playground.

Holland is awakening slowly from its winter sleep. When looking out over the "Betuwe", the district that lies between the mighty rivers Maas and Waal, which carry melting snow and ice from the great mountains of Switzerland to the North Sea, one's eye is caught by the

beautiful pink and white blossom of the cherry and the apple trees. New life again enjoys the freshness of green pastures.

Sixty miles north-west and we are in the district of Aalsmeer with its thriving bulb industry, exporting millions of tulip, narcissus and gladioli bulbs yearly. It is sheer beauty to look out over the colourful fields of flowers, and one can hardly imagine that only a few months ago everything was white. From the famous flower market of Aalsmeer, flowers are exported to all parts of the world, and great quantities are used for the perfume industry. Thousands of people from far away countries are attracted yearly by the gay sight of Holland's flower fields.

J.N.v.G.



Near Lisse



Aalsmeer Flowermarket



Mrs de Haan presents the trophy to Mr Bakels, the crew admire their hard-earned trophy, and Mr de Haan congratulates the boatswain, Cheung Wah (張華).



BOISSEVAIN cross the finishing line.



TJIWANGI's coxswain urges his crew at the finish.



The boats rest at the Yacht Club jetty.

BOISSEVAIN WINS AGAIN

Three out of the first four places – this was the proud record of R.I.L. ships in Hong Kong when competing for the Trevesa Trophy this year.

As the starter fired his gun at Channel Rock, no less than eight ships' lifeboats hurriedly hoisted their orange or red jibs and lugsails and bent to their oars or Fleming-gear. Right from the start, the Fleming-propelled boat from m.v. BOISSEVAIN (under the command of Mr J.L. Bakels, Third Officer) took the lead, followed closely by m.v. TEGELBERG, also with Fleming-gear.

Launches full of supporters, well muffled-up against the chilly north-easterly blowing across the harbour, followed behind their own boats, cheering them on in turns. Cries of "Haal op gelijk" (Give way together), mingled with "Come on R.I.L.", were received with varying reactions by the perspiring boats-crews.

In all, it took about 45 minutes to complete the course to the Royal Hong Kong Yacht Club. BOISSEVAIN and TEGELBERG retained their positions all the way, and behind them the smaller boats from m.v. TJIWANGI and s.s. HEWSANG laboured at their oars for third place. Eventually TJIWANGI had to be content with fourth place, having been unlucky with the wind in the earlier stages of the race.

Other boats finished as follows:—s.s. HOSANG (No. 4 boat), s.s. HINSANG, s.s. HOSANG (No. 3 boat) and m.v. KWEICHOW. After the race, supporters and crews gathered in the Yacht Club for refreshment and Mrs W.M. de Haan presented the shining silver trophy to the winners.

SOUTH CHINA SEA RACE

Hong Kong's yacht, *Reverie*, crossed the finishing line near Corregidor just after noon on April 13th, to win the first-ever Hong Kong-Manila yacht race.

Five yachts left Hong Kong on April 7th (among them, *Tolo*, with Mr W.M. Mulock-Houwer – HK HO PCT – on board) to take part in this handicap race, which was sponsored by the Royal Hongkong and Manila Yacht Clubs. Light winds delayed the journey which was at first estimated to take five days.

It is hoped that this will become a regular bi-annual event with world-wide entries.

THE AMERICA'S CUP

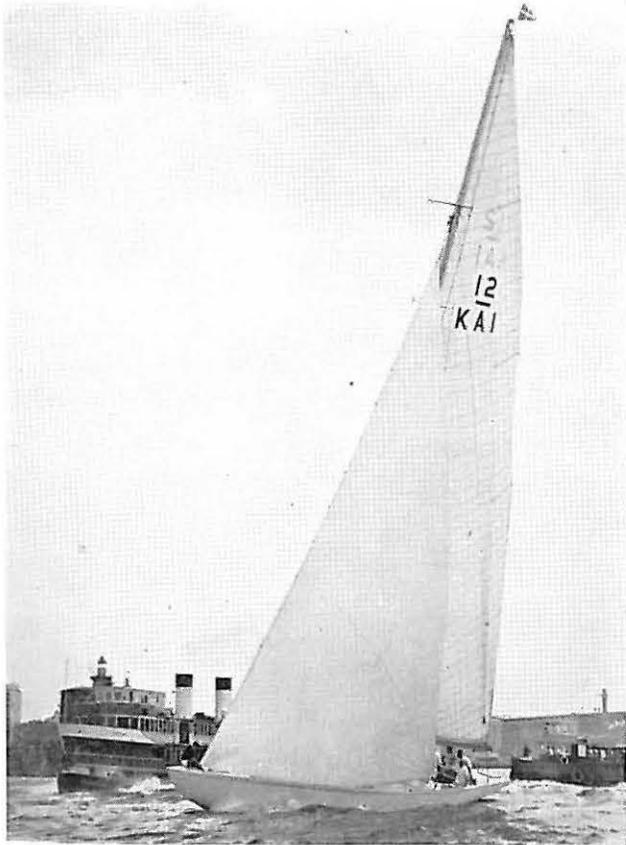
By — Miriam W. Churchill (R.I.L., Sydney)

Many dismal defeats, costing in the vicinity of £25 million, have been suffered by British yachtsmen, who, along with Canadian challengers, have on seventeen different occasions launched an offensive against the custodians of the famed America's Cup, who took it home to the U.S.A. from England way back in 1851, to retain it until the present day.

Perhaps one of the better known philanthropists to take a keen interest in the battle to regain the America's Cup for England was millionaire tea and grocery merchant, Sir Thomas Lipton. Although hardly regarded as a yachtsman in the true sense of the word, Sir Thomas entered five different boats from 1885 — all named "Shamrock". His dream of success was never to be realised. To him, however, went the distinction of raising the standard of competition to one of friendly rivalry, in place of disputed decisions and general ill-feeling.

Now, an unprecedented and surprising Australian challenge has been flung at, and accepted by, the New York Yacht Club only days before the nomination of "Sceptre", thus leaving England to smart a little longer from the failure experienced in 1958.

The 69 ft. 5 in. Australian challenger, designed by brilliant young naval architect Alan Payne and built in Sydney in great secrecy by Lars Halvorsen, was named "Gretel" at the Royal Squadron, Kirribilli, on February 28th by Dame Pattie Menzies, wife of the Australian Prime Minister.



"GRETTEL" closehauled to a light sou-easter on Sydney Harbour.



"VIM"

The United States is now gathering forces for another defence, commencing with a series of trials to choose a defender for the big contest to be decided over seven races, the first of which starts September 15th off Newport, Rhode Island. The initial trials will be held June 4th-10th in Long Island Sound and a further observation series off Newport July 2nd - 15th: followed by final trial races on August 15th.

This is not going to be any leisurely Saturday afternoon pleasure cruise for anyone, but a tense battle of tactics, with boats and men in peak condition. Crews will need to be hard as nails and sharp as tacks for the great blue-water classic — the world's most expensively competed-for trophy. The boats springing to mind to fill the defender's berth could be "Columbia", the victor in 1958 — possibly "Easterner", or the new boat now under construction at a cost of \$500,000.

Australian yachtsmen and devotees have had this race in their sights for a long time and have expended much hard cash, long hours and skill to build a 12 metre craft to match the eventual American defender. More than that — in excess of two hundred enthusiastic volunteers have been training to make their bid for a place in "Gretel's" crew.

Their task has perhaps been made a little easier by the fact that an Australian syndicate arranged to bring a sloop over from the U.S. as a "trial horse". This is "Vim" — a magnificent boat which can carry upwards of 2,000 sq. ft. of sail and which came within a whisker of beating "Columbia" out of the defender's berth in 1958.

The Aussies know they will at least have to equal "Vim's" speed potential with the new yacht and the trial races will be nothing if not intense between "Vim" and "Gretel", as the "trial horse" has been winning races in Sydney Harbour starting 26 minutes behind the scratch boat of the fleet.

Uncommon interest has been shown by the man-in-the-street in Australian yachtsmen's efforts to "lower the boom" on American supremacy in this event. Their hopes lie in the 27-tonner with the towering 90 ft. aluminium mast now getting into fighting trim in Sydney Harbour for the rigours she will meet off Rhode Island in a few months' time.

No one who has ever thrilled to the surge of blue water and the majestic spread of white sails can do less than wish "Gretel" and her hand-picked eleven-man crew fair weather and good luck as she infuses new blood into a race which hitherto has been a traditional three-way struggle between Britain, Canada and the United States.

(Photographs by courtesy of Mirror Newspapers, Sydney).



Photo by courtesy of E. Afr. Trade & Industry.

M.V. STRAAT CLEMENT—MERCY SHIP



Flood photos by courtesy of Kenya Information Service.

Drought, floods and famine—these were the lot of the people in vast areas of Kenya in 1961. Crops failed through early lack of water, then too much water came and whole villages were isolated by the floods. Roads were cut or washed away and the population was famine-stricken.

Heroic efforts have been made to feed the hungry. One District Commissioner alone reported that he had 27 relief centres set up, providing food for about 20,000 Masai. He added, "The situation is getting worse and I expect the figure to rise before long". The widely scattered members of the tribe were being concentrated in "manyattas" (mud villages) at points where it was easy to distribute famine relief.

Among those from the outside world who have come to the aid of these desperate people are Messrs Gordon Edgell & Co. Ltd., well known in Sydney as prominent food exporters. They donated 10,000 cans (93.6 cu.ft.) of baby food for the hungry children and these were carried free of charge by Royal Intercean Lines in m.v. STRAAT CLEMENT to Mombasa.





Snow-clad Mount Fuji.



Night at the Hotel Terumoto.

JAPANESE JAUNT

For the second year running, all staff members in Japan went on an outing to Hakone, a famous resort in central Japan.

The expedition started on Saturday, 10th March when everyone gathered in Tokyo and went sight-seeing in buses. The party then went to Yokohama, and, after a Chinese luncheon, continued the bus tour to the Fuji Hakone National Park. It was a brilliant sunny day and the beautiful scenery along the Tokaido was much appreciated. That night was spent at the Hotel Terumoto at Naka Gora and the evening was whiled away by special performances from the staff of each office in turn.

Popular native dances were performed by Yokohama staff and harmonized choruses by Osaka singers; a staff member from Kobe did 'magic'; some young members from Tokyo played a 'Royal Western' band and a super-modern (?) dance came from the "Blue Bell Girls" of Nagoya. Dutch staff members sang a number of favourite old Dutch songs. When a vote was taken, Nagoya won first prize for the best performance.

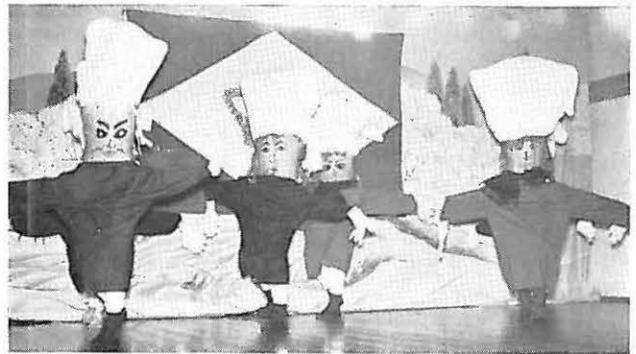
The second day of the outing was spent partly in a bus tour along the Jyutsukoku Drive - from which a fine view was had of snow-clad Mount Fuji - and partly on a ferry, sight-seeing on Lake Ashinoko.

The whole outing was much appreciated by all who took part.

Our thanks to Area Correspondent K. Ajita and Mr H. Fujiwara for their photographic record.



The Manager for Japan enjoys a meal among the staff members.



The winning "Bluebell Girls".

Some of the special performances from the staff of each office.





Tanker FABIAN: deck house about to be lifted to new position.



New

SHIP S

An unusual task of "Cannibalising" has just been completed by the English shipbuilders, Messrs Wm. Gray & Co. Ltd., at their Tees repair yard.

Two Norwegian ships were concerned: the 12,050 ton d.w. bulk carrier TITANIAN and the 12,360 ton d.w. tanker FABIAN. The contract called for joining the fore section of TITANIAN to the after part of FABIAN, and repositioning the 'midship deck-house of the tanker at the after end of the new ship.

The resulting new ship, the FABIAN, is some 12,000 tons d.w. and went into service in January.



1. FABIAN arriving at lay-by berth with bridge partially suspended in new position aft.

2. TITANIAN in dry dock showing the 2 parts separated and in process of being undocked.

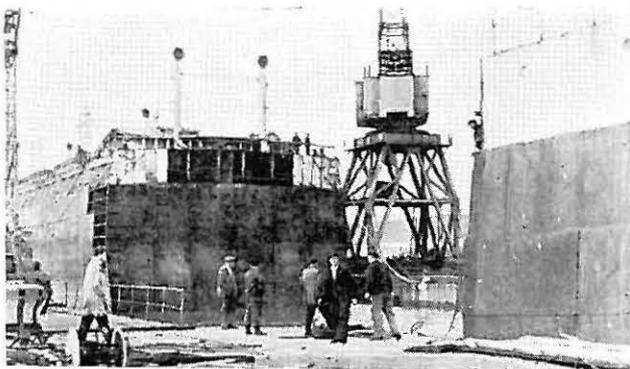
3. TITANIAN, showing 2 halves separated and after part (on right) being towed out of dry dock.

4. FABIAN after cutting, showing fore part being towed out of dry dock, leaving after part.

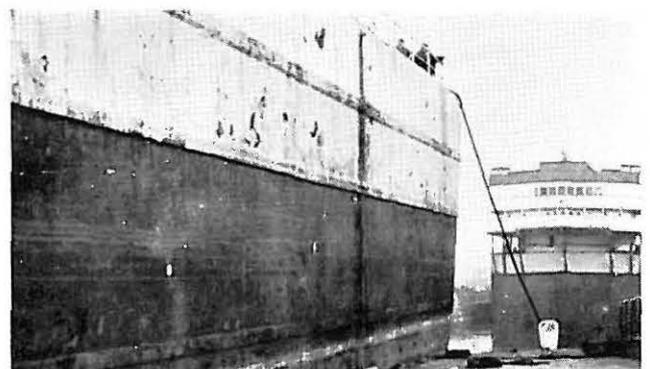


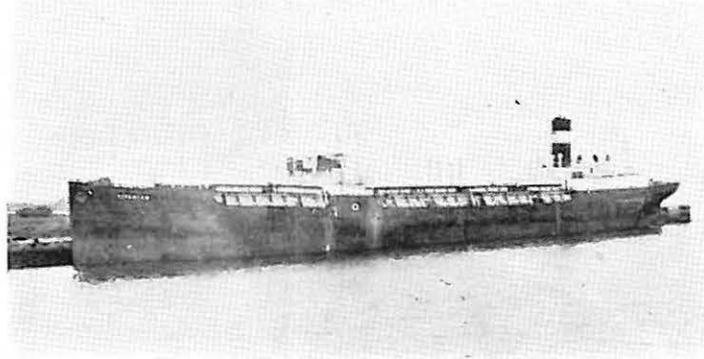
2.

3.



4.





Bulk carrier TITANIAN: Tees Yard Lay-by berth.

ERY

Messrs Wm. Gray have been kind enough to send *R.I.L. Post* a set of photographs of this operation, and in spite of a slight grayness – the English weather? – we feel sure that they will be of interest to our more technically-minded readers.

In the last photograph (No. 8) the after part of m.v. FABIAN (right) is not floating and the fore part of TITANIAN is floating. As the water was pumped out of dry dock, the deck level (out of sight at the top) came under the level of the bottom of the bridge and the fore part was then pulled close up to the after part, ready for joining up.



6.



5.

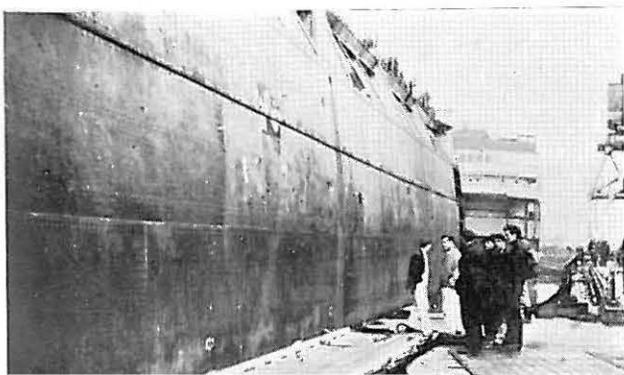
5. FABIAN – after part in dry dock awaiting fore part of TITANIAN.

6. TITANIAN fore part being moved from quay to dry dock.

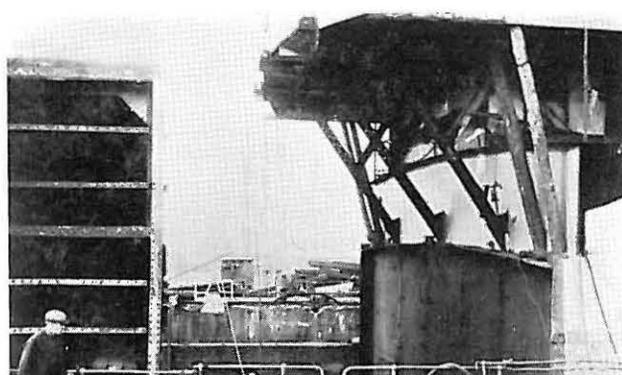
7. TITANIAN fore part entering dry dock with FABIAN aft part in the background.

8. Showing detail (on right) of FABIAN with bridge shored in position and (on left) fore part of m.v. TITANIAN being drawn into position.

7.



8.





AIR/SEA

INTERCHANGE



In a changing world, shipping companies (and R.I.L. among them) must adapt themselves to changing circumstances.

In the old days (and not so long ago either), the traveller embarked on a leisurely voyage and time was the least of his worries. The modern trend has been to step into a plane on one side of the world and to walk out of it on the other side in as few hours as possible.

It must now be universally recognised (we quote from a well-known travel trade magazine) that a combination of air and sea is "the better for mankind and the shipping industry".

R.I.L.'s young men appear to have taken these sentiments

to heart (if we may be permitted the expression).

In January Mr F.J.A. Hens (Tokyo) married Miss Merantine Burghard, daughter of the General Manager in Japan of K.L.M. (Royal Dutch Airlines), and in February at the Hague Mr J.J. van Steenberg (Yokohama) married Miss Bartje Sauter, lately air-hostess for K.L.M.

Their happy smiling faces seem to indicate that these combinations anyway will be "the better for mankind".

We were naturally anxious to find out how these couples travelled on their respective honeymoons, and, on enquiry, were informed that Mr & Mrs van Steenberg flew (K.L.M. of course) to Japan from Holland and that Mr & Mrs Hens went to the Izu Peninsula - by car!



FLOTSAM: "THE THING"

The hopes of scientists were lifted high when news got out of the discovery in Tasmania of a never-before-seen sea creature. A large inert mass (approximately 20' x 18' x 21 1/2' high, with gill slits and 18' spines at the tail end) shaped roughly like a huge turtle and covered with curly "hair" was found by two cattle drovers nearly two years ago, and duly reported. About a month ago, a plane search was made to see if it was still there, and a ground party walked fifty miles through wild, rugged country and brought out samples of flesh. Then, Mr G.C. Cramp, Trustee of the

Tasmanian Museum, and Managing Director of Messrs William Crosby & Co. (R.I.L.'s Agents in Hobart), organised and financed an aerial search for the exact location of the find.

Speculation ran riot on the nature of the beast. Some said it was the carcass of a whale - perhaps a giant devil ray? - or a hitherto unknown monster. Scientists from far and wide came forward with opinions; other monsters were recalled to mind.

One sceptic amongst the believers was Dr. R.F. Nagrelli, Research Laboratory Director of the New York Aquarium.

To quote: "These monsters are always turning up - they are a good way of focussing attention upon the Marine Sciences".

Despite the claims of the original finders, who insist that their monster was a whole animal, the scientists have declared the mass to be simply a decomposing portion of a large marine animal - probably a whale.

Tailpiece: A "baby monster" is reported to have been seen about 30 miles away from the last resting place of the "Thing".

INTERNATIONAL MOTOR RACING

From Correspondent Bruce Polain

Readers may remember our report and photos last year concerning the Warwick Farm (Sydney) International Race.

As Agents for the "Johan van Oldenbarnevelt", we were somewhat involved because this vessel carried both the racing cars for Messrs Stirling Moss and Jack Brabham. It was indeed a last minute rush as the "J.V.O." schedule called for Saturday morning arrival, with the race to be held on the following day.

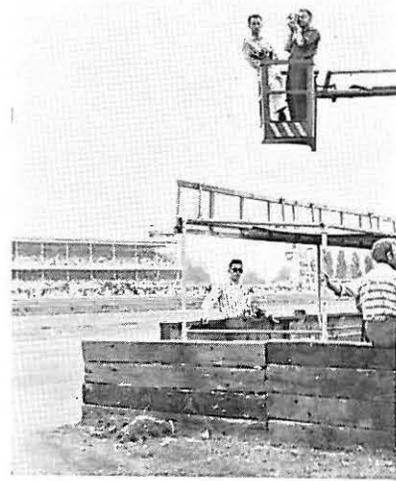
This year, the Warwick Farm International Meeting was bigger than before and eight overseas drivers, plus many local stars, were attracted by the substantial prize money.

The problem of shipping their racing machines was once more under the control of R.I.L. In this instance, both the "Waterman" and "J.V.O." were favourably placed to ship the cars plus their many spare parts and, of course, the accompanying mechanics.

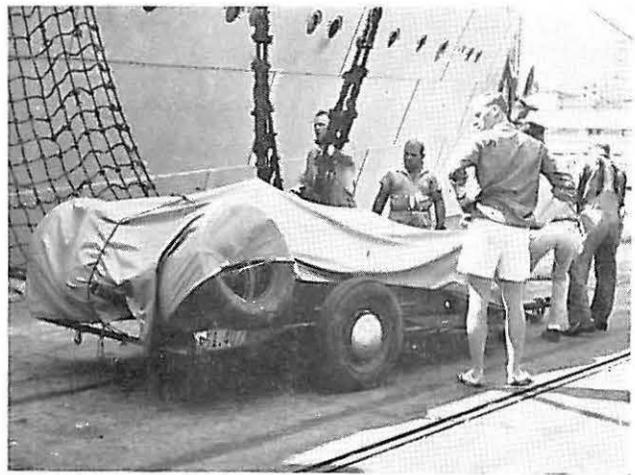
It was quite by coincidence that again the "J.V.O." should arrive on the Saturday morning before the race. However, all discharging operations were speedily completed and the cars left for the race circuit in good time for the afternoon's practice session.

The race itself was quite a spectacle and was avidly viewed by over 70,000 onlookers.

Stirling Moss received the checkered flag after averaging 81.49 mph. for the full 100 miles. He was followed by McLaren and Bib Sillwell of Australia in third place. Following receipt of his trophy, Moss stepped into a helicopter which whisked him to the Kingsford Smith Airport in time for the late afternoon flight to the U.S.A.



Mr A.M. Lommen (HK HO AP), whilst on a business trip to Sydney at the end of 1961, took his cine-camera to Warwick Farm.



Unloading from the "J.V.O."

JETSAM: THE FIND

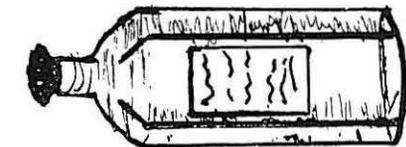
Hellow Joc,

I was comming from change my cow one morning, myself and my brother, on the 6th January, 1957. We happened to walk on a seashore, the sea was very rough and the sky was very cloudy, we saw a bottle on the seashore. I take up the bottle and I saw a letter was inside the bottle, I take a piece of stick and I understand that the letter was Post in the bottle on

St. Vincent,
Windward Isles

the 18th January, 1955, so it is nearly 2 years since this letter is on sea so I am writing to say Robelto Bailey of St. Vincent and his brother find the bottle. I have a sister in Curacao if you is to go there any time, I will give you her address for Netherlands and Curacao are two Duch countries so they are both one flag.

I will mail back piece of your letter for you to see it for it got tear up because it is so old and I will like you to be as a pen pal of mine's. Please



answer soon and say something.

MR ROBELTO BAILEY.

This letter was actually received by Mr J. de Rooy (HK HO VZ) two years after he had dropped his message in the sea from s.s. ZUIDERKRUIS. Mr de Rooy was serving as a sailor-boy at the time, and having obtained a gin bottle from the officer's pantry, he sealed the cork with the best Dutch margarine!



COMPANY

MEETINGS IN MOMBASA

When Mr Ph. Bangert took over from Mr F.O. Baron van Randwyck as R.I.L.'s Representative in E. Africa, a party was held to introduce him to some 200 clients.

In line in the picture (from l. to r.) are Messrs. Bangert, van Randwyck, J.F. Egberink (General Manager for Africa) and E. A. Andrews (from Mombasa agency) greeting some of their guests.



EX-PRESIDENT RETURNS TO BRAZIL

When m.v. Ruys docked in Santos on 7th March, large crowds of people gave Dr. Jânio Quadros (at one time President of Brazil) a tumultuous welcome with 'ticker-tape' and waving slogans.



MANAGING DIRECTOR IN AUSTRALIA

Mr D. Reyneker met Sydney Office staff on 29th March at the Shell House Theatre.

The R.I.L. travel film "Far Eastern Cruise" was shown, and a "nasi goreng" was enjoyed by everyone.

Capt. J. Kuiken, followed by 2nd Eng. H. van Rooy, led a happy conga line round TIWANGI when the Sydney Social Club held their annual party on board.



LOGBOOK

Mr K. Oshima introduced Kobe's lovely Sea Queens to Capt. H. Klein when they took gifts to m.v. "Tjiluwah".



R.I.L. ACTIVITIES

m.v. **Tjitarum** has returned to CHIWAS to make one more voyage, upon completion of which she will join her two sister ships in WSAAS early in June.

m.v. **Houtman** left for Singapore for docking on completion of her NZEAS "East" voyage at Hong Kong. Thereafter, she will give her first voyage in the resumed EAUS, leaving Singapore mid-May.

m.v. **Van Cloon** will be the first vessel to be employed in the reorganized NZEAS (the combined NZEAS "East" and NZEAS "West" services), sailing from Hong Kong about 30th April.

PERSONALITIES

Mr **D. Reyneker**, Managing Director, returned to Hong Kong from his Australasian business trip on 29th April.

Mr **F. Terwoigt** took over on 21st April as Manager for Japan from Mr J. Ph. Roosegaarde Bisschop, who proceeded on Home Leave.

SWEEPINGS

What's the spirit level? — A letter was found recently in HK HO in a CD (Catering) file, which should have been in an ND (Marine) file. The filing clerk had done his best — the first word in the heading said BAR (ometer).

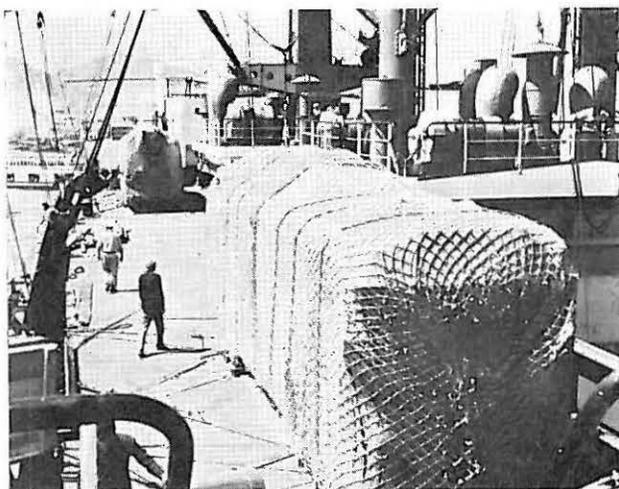
Public spirited — One Friday, some RIL'ers were farewelling a shipper at a well-known hostelry in Sydney. Their reluctance to leave at closing time led to the last drinks being consumed on the doorstep. Only when they finally made a move did they discover that one of their number had his coat-tail caught in the locked door!

Good spirits — From Stockholm comes a report that rum found in the recently-raised wreck of the Swedish warship, VASA, which sank on her maiden voyage in 1628, was served at a reception. Experts said it appeared to have no harmful effect.

TROLLEY BUSES ABOARD

These two cocoon-like objects on the starboard deck of m.v. **STRAAT BALI** are two trolley-buses, loaded in Yokohama for Buenos Aires.

When the buses were being slung on board in Japan, Mrs J.H. van Dijk (who was travelling to Hong Kong with her husband) was on hand to take this very clear photograph of the second bus swinging in alongside hatch number six.



HOLYSTONE AND "SPlice THE MAIN BRACE"

(LESSONS FOR LANDLUBBERS — No. 7)

The white, clean, teak decks aboard ship to this day do not get that way simply because they are constantly washed by the sea or bleached by the sun. They have

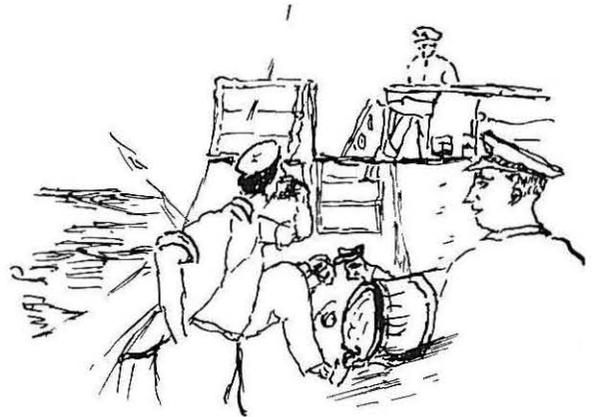


constantly to be scrubbed, rubbed with an abrasive, until they literally sparkle. Everyone who has served "before the mast" or in the fo'c's'l has worked out on the business end of a holystone at one time or another. But where did the term originate?

According to the Encyclopedia of Nautical Knowledge by W.A. McEwen and A.H. Lewis, published by the Cornell Maritime Press, Cambridge, Maryland, the term first appeared in the Royal Navy. Someone, probably a boatswain, discovered that pieces of the crumbling, cracking tombstones in the graveyard of St. Nicholas Church, Great Yarmouth, on the eastern edge of Norfolk, were superb for restoring man-of-war decks to their original sheen. The reason for calling them holystones is fairly obvious.

Back in the days of "wooden ships and iron men", wardroom officers as well as ratings in the Royal Navy were prone to crack their skulls on low overheads when standing to the toast, "The King . . . God Bless Him!" Finally, one gracious monarch decided that sailors with whole skulls were much more valuable to the nation, and gave permission for them to drink his, and presently her, toast sitting down.

Incidentally, splicing the main brace is a term that goes back to old sailing ship days. Splicing a parted main brace was far from a pleasant task, particularly if the said brace



had been parted in action by a round shot. The seaman who did the job was always almost awarded an extra tot of rum. The sailor's flair for colourful expression was probably responsible for the term getting to mean taking a drink of spirits.

(By kind permission of "The Compass")



When a poet is lured to Japan to take up a position teaching English literature at a Northern University, one can expect some unusual remarks on the country and its people. This is not only because the relative remoteness of Sendai University must have saved many of its students, as well as native teachers, from an all too close contact with postwar cultural novelties of a distinctly western and American flavour, but also because the poet, with his gifted eye and ear, can be expected to observe the unexpected and to give of such happenings a unique version.

A poet meeting with poets; strangely enough, after reading through, one realises once more that the author, after all, has only spent two years in Japan and cannot be called an expert. Many readers who have spent two score years in the islands, however, may be found willing to admit that he noticed things which they have missed and found beauty where they would have sworn it did not exist. We will all agree that the poet blended himself unobtrusively into the local colour and managed to attain a harmony in spirit that carried him through effortlessly.

A POET'S GIFTED EYE

James Kirkup: "These Horned Islands"

(Collins, London 1962, 35/-)

When Blyth wrote his "Zen in English Literature" we were amazed that there was so much of it; when Kirkup found himself in Japan, he unwittingly, and in the beginning unintentionally, added to it. And even Zen he took in his stride; there is nothing of the forced, alien attitude of some better-known western writers on Zen. Kirkup found Zen and belonged to it — not that he says so, but one cannot help noticing it.

In winter he visited Hiroshima and wrote a poem on the occasion: *No More Hiroshimas*. It expresses feelings we all would like to express if we had the guts to do so: no more Hiroshimas! Trying to make things better, we have only succeeded in making them infinitely worse.

Although one moves with the author through the four seasons and on to the end of his contract, it is only in retrospect that one discovers the diary backbone of the book. The range of subjects is as large as Japan, as varied as Life. And how it will bring back to our readers in other countries the days they spent in these Horned Isles!

W.Z.M.

CHIEF ENGINEER VAN DER BRUG RETIRES



Capt. Kuik (left) shakes hands with Mr v.d. Brug. The heavy parcel of tools lies on the chair.



The centre-piece of the attractive buffet was a silver tray holding Mr v.d. Brug's favourite "companions" for leisure hours—a cup of coffee, some currant loaf, and a cigar.

Another "trusted friend" is leaving the Company: this time it is Chief Engineer R. van der Brug, who has been with R.I.L. (and before that with J.C.J.L.) since 1927.

Mr van der Brug served on various J.C.J.L. ships and was Third Engineer on board s.s. TJBESAR throughout World War II. For his war services he was awarded the Oorlogsherinneringskruis. He was promoted to Chief Engineer in 1952, and in 1959 sailed with the STRAAT CUMBERLAND on her maiden voyage, serving continuously aboard that vessel until 1962.

When the STRAAT CUMBERLAND was in Sydney on 6th March, a farewell luncheon was held aboard for Mr van der Brug, at which Mr P.A. de Loos (Gen. Man. for Australia and N.Z.), senior staff members and Captains and Chief Engineers of ships in harbour were present.

Mr de Loos thanked Mr van der Brug on behalf of Managing Directors for his loyal service to the Company,

reminding him at the same time of their own personal friendship which had existed since 1936. He then presented him with a book of beautiful photographs and articles on Australia from the Management and staff of R.I.L. Sydney, adding that he hoped it would remind Mr van der Brug of his many visits to that country.

Captain J.J.G. Kuik addressed Mr van der Brug on behalf of the 'etat major' of m.v. STRAAT CUMBERLAND, pointing out the Chief Engineer's good qualities, not only as a colleague, but also as a teacher of junior engineers.

The Captain then presented him with a box of carpenter's tools, expressing the hope that he would use these for many years to come.

Mr van der Brug, much moved by the speeches, replied with thanks, and concluded by proposing a toast to the prosperity of R.I.L.

STICHTING NEDERLANDS STUDIECENTRUM VOOR ZEEVARENDEN

Zojuist kregen wij het jaarverslag in handen van de Stichting Nederlands Studiecentrum voor Zeevarenden. Een nogal zwaarklinkende naam — waar wij Nederlanders knap in zijn — voor een instelling, welke wij op handen moeten dragen, want haar doel is de zeevarende op de lange reis te helpen bij het vinden of ontwikkelen van een hobby of studie. Iets te doen hebben in vrije uren, kort de tijd; iets tastbaars doen, zoals het nastreven van een hobby, doet de uren omvliegen, maar bovenal schenkt het vreugde, want een goede vrije tijdsbesteding is een dubbele vrije tijdsbesteding.

U kunt de Stichting om inlichtingen vragen aan haar adres:

Veerkade 2 (Postbus 169)

Rotterdam

Wat voor inlichtingen kan de stichting U geven? Wel, bijvoorbeeld over talenstudies of handelscorrespondentie voor de blokkers, of over hobbies zoals modelbouw, filmen, filatelie en veekunde. Of wilt U meer weten over geldbelegging? Het kan allemaal. Veel succes!

Redactie,

IN MEMORIAM



It is with the deepest regret that R.I.L. announces the sudden death in Amsterdam on 17th March of Mr J. W. van der Meulen, who would have completed 45 years' service with the Company this year.

The funeral, which was attended by many old friends and colleagues in Amsterdam, took place on 21st March at "Zorgvlied" Cemetery, when Mr L. Speelman spoke on behalf of the Company, and Mr J. G. Baak on behalf of his friends and colleagues.

The late Mr van der Meulen managed all the Company's accounts in Holland and was a great expert on insurance.

The following is one of the many tributes paid to him by old friends:—

"It came as a great shock to us to learn of the sudden and unexpected death of our good friend van der Meulen.

More than 33 years ago I worked under him in Amsterdam and formed an acquaintance which soon ripened into a friendship. Because of this it gave me great pleasure in 1953 when he was temporarily stationed in the Accounts Department in Hong Kong. He was a very serious and conscientious worker, always ready to help others and to place his abundant experience of Company affairs at their disposal.

Although he had worked for R.I.L. for almost 45 years he gave no indication of any readiness to retire. In fact, during my leave last year, when he was still recuperating from a serious illness, he had only one wish, which was to return to the office to continue his work. Our thoughts go to his wife, who was his devoted companion for so many years. In her bereavement, we hope that she will find it some comfort to know of the many friends who made in the Company, and that they extend their sympathy to her at this time. May he rest in peace."

Zw.



SHIPS OF THE WEEK

These photographs were taken on 8th March, 1962, when recordings were made from the broadcast to m.v. STRAAT BANKA as "East Ship" (top) and m.v. STRAAT SINGAPORE as "West Ship".



BACK PAGE TRIO

- Dutchman's** — When Mr Joseph W. Lee (HK MH) took a trip to Holland in 1960 he did some sight-seeing in the old-world village of Volendam, where typical Dutch costumes are still worn and the once ubiquitous clay pipe is still smoked.
- Voice** — Installed as a supplement to telephone from bridge to engine room in case of emergency. Here on the star-board wing of m.v. TEGELBERG is the whistle on the right and voice pipe on the left.
- Quena** — The Argentinian bamboo pipe, accompanied by the *bambo*, is played here by a folk-dancer aboard the 'BOISSEVAIN'. This typical instrument is said to date right back to the Incas, who used to make them from human femurs.

PERSONNEL



NEW PERSONNEL

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

Mr H.J. Steenbergen	Captain (temp. service)
„ H.H. Benders	4th Officer
„ G. Dijkstra	„ „
„ J.T. Wouda	„ „
„ J. Korver	3rd Engineer (temp. service)
„ H.W.M. Huvencers	Appr. „
„ P.F.M. Starmans	„ „
„ K.F. Hordijk	Ship's Surgeon
„ N.L. Padt	Employé
„ A. Naborn	„
„ B.P.J. Warnaar	„



PROMOTIONS

Our congratulations go to Mr J.H. Peters who was promoted to 5th Engineer as from 5th February, 1962.

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain J. Kuiken, Master of m.v. TJIWANGI, was posted to m.v. STRAAT BANKA.

Captain P.H. Zweers, Master of m.v. STRAAT BANKA, was posted to m.v. TJIWANGI.

Captain D. Kuiken, Master of m.v. TJSADANE, was posted to HK HO ND.

Captain P. Algra, was posted to m.v. TJSADANE following home leave.

Captain L. Rademaker, Master of m.v. TJINEGARA, was posted to m.v. TEGELBERG.

Captain J.D. Jelijs, Master of m.v. TEGELBERG, was posted to HK HO ND.

Captain (temporary service) H.J. Steenbergen, was posted to m.v. TJINEGARA.

Acting Captain E.P. Helleman, Master of m.v. STRAAT MALAKKA, was posted to m.v. STRAAT JOHORE.

Chief Officer A.J.M. Michielsen was posted to m.v. STRAAT MALAKKA as Acting Captain.

Captain R. Jungeling, Master of m.v. STRAAT JOHORE, went on intermediate leave.

Captain W.H. Schröder, Master of s.s. TJKAMPEK, went on home leave.

Captain A.J. Winkelmolen was posted to s.s. TJKAMPEK following home leave.

Captain H.A. Scheybeler, Master of m.v. STRAAT TORRES, went on home leave.

Captain G.W. de Bruyn was posted to m.v. STRAAT TORRES following home leave.

Captain D.C.M.v.d. Kroft, Master of m.v. TJITARUM, went on intermediate leave.

Chief Officer L.A. Ekemans, was posted to m.v. TJITARUM as Acting Captain.

Chief Engineer C. Schavemaker of m.v. BOISSEVAIN was posted to m.v. STRAAT MOZAMBIQUE.

Chief Engineer Th. Kuiken of m.v. STRAAT MOZAMBIQUE was posted to m.v. BOISSEVAIN.

Chief Engineer J v. Boven of m.v. TJSADANE was posted to m.v. STRAAT BANKA.

Chief Engineer J.G.H. Verkerk of m.v. STRAAT BANKA was posted to m.v. TJSADANE.

Chief Engineer A. Geurts of m.v. STRAAT VAN DIEMEN was posted to s.s. TJBODAS.

Chief Engineer J.R. Meijer of s.s. TJBODAS was posted to m.v. STRAAT VAN DIEMEN.

Chief Engineer R. Jonker of m.v. TJBANTJET was posted to m.v. TJIPANAS.

Chief Engineer F.M.H. Beckers of m.v. TJIPANAS was posted to m.v. TJBANTJET.

SUCCESSFUL EXAMINATIONS

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

Mr Ch.A. Budde	2nd Officer	I	13-2-62
„ G. Ijtsma	3rd „	II	20-3-62
„ P. Reuvers	2nd Engineer	C	23-2-62
„ J. Landwaart	3rd „	B	13-2-62
„ C.F.v. Overbeeke	„ „	B	26-2-62
„ J. Hooymayers	4th „	B	22-2-62
„ B. Sprokkereef	„ „	A	7-3-62
„ P.A.v.d. Berg	5th „	A	26-2-62
„ H. Pesch	„ „	A	6-2-62
„ J.H. Peters	„ „	VD	5-2-62



LEAVE

The following personnel went on leave:

Mr J.J.E.M. Bruyn	Chief Officer
„ B.H. Verbeek	„ „
„ W.K.R. Houwing	3rd „
„ C. Krul	2nd Engineer
„ F.J. Bruil	3rd „
„ H.J. Maris	4th „
„ H. Bijl	5th „
„ R.W.I. Rijnders	„ „
„ E.H.J. Schlechtriem	„ „
„ C.A.A.J. Sinninghe Damsté	Employé

Those who returned are:

Mr E.F. Aalberts	Chief Officer	posted to
„ Ch.A. Budde	2nd „	m.v. STRAAT VAN DIEMEN
„ S. Westerweel	„ „	„ TJINEGARA
„ J.H. Kokshoorn	Electr./3rd Eng.	„ STRAAT MALAKKA
		„ RUYS

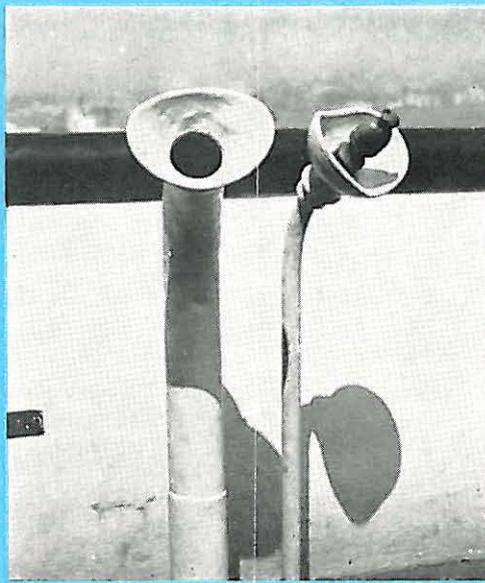


LEAVING (OR LEFT) SERVICE

Mr H.K. Veenstra	4th Engineer	own request
„ F. Barink	Chef de Cuisine	„
Miss G. de Vries	Stewardess	„



PIPE



PORTS OF CALL: PORT TAURANGA, N.Z.

