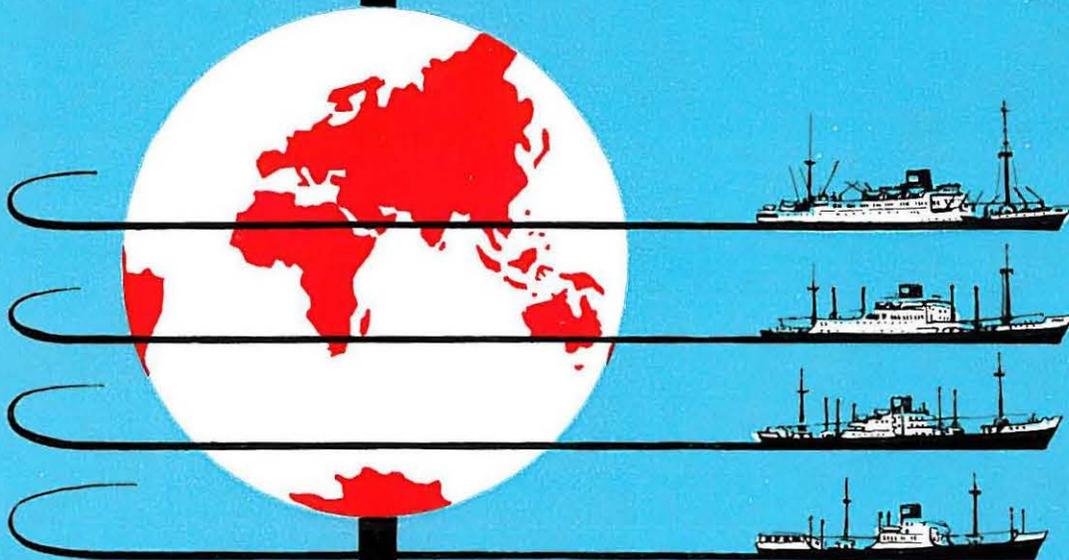




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. IX. No. 12. December, 1962

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DECEMBER 1962
VOL. IX. NO. 12



RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG



From the Editor

A picture of St. Nicholas, ready to distribute Christmas cheer to the children of Holland, whilst in other parts of the world the young await Father Christmas. For this Season of Joy we wish all our readers happiness and peace.

Do animals talk? We were disappointed that our projected circus feature was not available, and have substituted some endearing if untrained members of the animal world.

On the centre pages a story about the boatswain's pipe. We would like to thank 4th mate P. G. Langeveld of mv. "Tjiluwah" for posing so effectively with the mundane whistle of today.

On page 224, Tristan da Cunha revisited.

The Sporting hours. Picture stories of the Hong Kong Walkathon and the Far East Regatta. Pages 218 - 219.

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

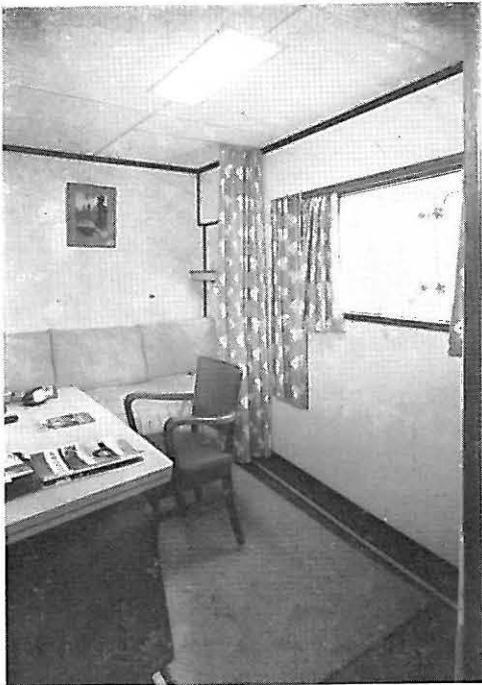


H.R.H. PRINCESS WILHELMINA

It is with great regret that we have learnt of the death of Her Royal Highness Princess Wilhelmina of the Netherlands, at "Het Loo" Palace at Apeldoorn, on November 28th.

M.V. STRAAT COLOMBO

m.v. STRAAT COLOMBO not only a fast cargo ship, but a haven of quiet comfort for 12 fortunate passengers, sailed into Hong Kong harbour where she was much admired for her graceful lines and her tasteful functional furnishings. Colour schemes, which unfortunately we cannot show here, are bright and artistically arranged. Our pictures show how clever designing has achieved a feeling of airy lightness everywhere.



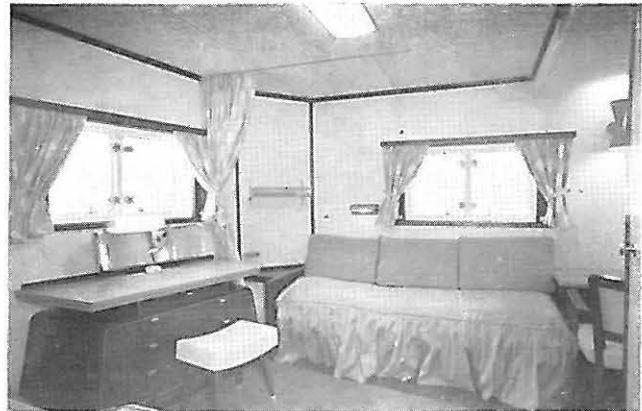
A spacious single cabin.



A room to relax in: the lounge.



The dining room



An elegant double cabin.



Hello there!



Where are they taking us?

ANIMAL CRACKERS

S.S. TJIPONDOK embarked a cargo of animals in September, at Mombasa.

Destined for Japan, these animals caused much interest and entertainment from the moment loading started.

Included were Giraffes, Monkeys, Ostriches, Tortoises, Impala, Guinea Fowl and a Zebra.

The Zebra was the first to show he had a mind of his own – just before his cage was to be loaded on board he decided it would be more interesting if he turned tail! This he did, with the result that he had to be removed and turned round again. He was reluctant to return to the cage, but the shipper and hunter who accompanied the animals to the wharf, succeeded with the help of wharf workers, in persuading him to enter. Later, during the voyage, the Zebra tried his trick again, but this time, the ship's carpenter made a new manger and simply attached it to the back of the cage!

The full grown ostrich was very ill-mannered and always hungry, but seemed to be grateful as he said goodbye!

The Impala fought, and two, unfortunately died.

Favourites of the officers and crew who looked after them, were the monkeys and giraffes who earned a reputation as being "very nice guests".



Let's get them on board!

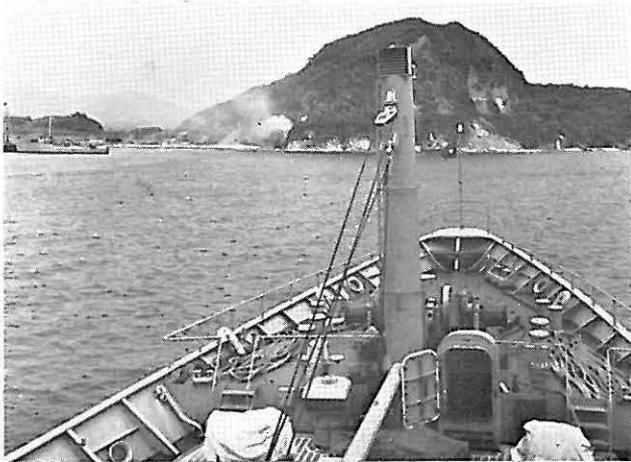


Hurry up, this chap's getting restless!



Come on, shove!

CORREGIDOR REVIEWED



The island as the ship draws near.

R.I.L. Post Area Correspondent Mr V.E. Paz of the Philippines paid a visit to the island of Corregidor in a party composed of travel hotel and carrier associations. The object of the visit was a survey of tourist development potential.

Corregidor is at present visited only by American services personnel and their families, who go there to inspect the ruins of the former barracks, the gun emplacements and the famous tunnel where in less happy times General McArthur made his headquarters. All of these are scheduled for preservation by the National Shrine Commission.



A former gun-emplacement used in the last war. Now a possible tourist attraction.

This curiously shaped island, which looks from the sea rather like a tadpole, is covered with vegetation, mostly trees. The few roads in existence are badly in need of repair. There is one resthouse built some years ago by The Travel and Tourist Industry Board, and the island is overlooked by a lighthouse.

Sandy beaches are located on the 'tail' of the island, and this is the area which could be exploited for tourist development.

According to the Commissioner of Tourism, half a million pesos have been earmarked for this purpose, the construction of more resthouses being the first important project. The Commissioner's office is also negotiating the acquisition of a Philippine Navy vessel, for re-conversion to ferry visitors between Manila and Corregidor.

Mr Paz informs us that his trip on board the R.P.S. Roxas, the former Presidential Yacht "Lapu Lapu" was made the more enjoyable when on the return trip to Manila (about 2 hours) our R.I.L. film "Far Eastern Cruise" was shown to the group. This was much appreciated by all present.



Well I'm sorry to leave, they treated us very well, actually!

*Goodbye, Goodbye,
many thanks!*





Reception committee.
At right R.I.L. Post Editor.



Point scoring team.

R.I.L. WALKATHON, 1962

Three times thirteen, that's thirty-nine
Stalwart walkers toed the line,
Streaked from the start with varying styles,
Covered the almost thirteen miles
From Shek-O way to the Link called Black's,
Then did full justice to frabjous snacks.

Thirty nine started and all, repeat all —
The narrow, the wide, the short and the tall —
Finished as fresh as the proverbial daisy
— Well, maybe, a few were a little bit hazy
— Let their names be remembered, cheer till you're hoarse
This is the order they finished the course:—
First Kan Kam Kwong, once again 'twas his race,
With Lam Chi Kwong, a fine second place,
And Fung Shiu Man, a good third in the chase.
Fourteen all told gained medals meritorious,
With twenty-five more just a shade less glorious,
And what a right way to finish our song —
The challenge cup won by Head Office, Hong Kong!



Mrs W. van Osselen presents Kan Kam Kwong (簡鑑光) with the Challenge Cup.



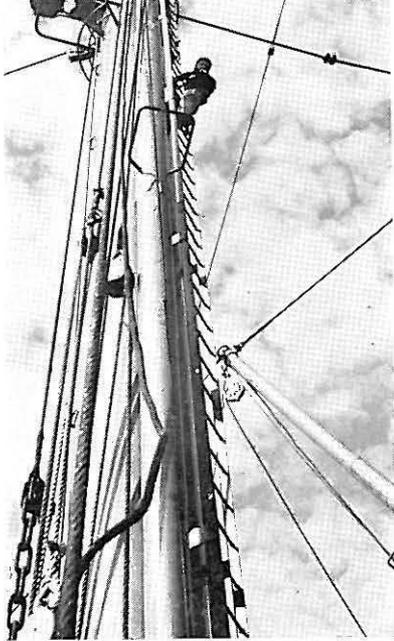
Mr van Osselen concluding an excellent speech which must be the shortest on record, by inviting the company to 'fall to'. The loaded tables were soon here!

Starting instruction. Mr H.G. Brandt Ad-judicator in Chief, centre rear

2. Forging ahead on Tai Tam Road. Left to right:
Cheng Shiu Hung 鄭少雄, Chan Tak Hung 陳德雄
Mr Veltman, Choi Kwok Hung 蔡國雄.

3. Check Point.





Mr Peter Tse, R.I.L. Post photographer goes aloft to get a picture of the Singapore yacht June Climene when she arrived on board m.v. STRAAT MALAKKA



YACHT RACING

RIL'S DRAGON YACHT 'DE RUYTER' REPRESENTS HONG KONG IN INTERNATIONAL YACHT RACING

The Far East Regatta, which — this year — took place in Hong Kong's Western Approaches on November 10th, 11th, 12th, had strong representation from R.I.L.

The Royal Hong Kong Yacht Club's crew were Jhr. C.L.C. van Kretschmar, W.A. Mulock Houwer and P. Feldbrugge in R.I.L.'s own 'de Ruyter'. Other competitors were teams representing: The Royal Singapore Yacht Club; the Indonesia Watersports' Union; the Manila Yacht Club; the Varuna Marine Yacht Club of Thailand represented by Their Royal Highnesses Prince and Princess Bira; Clube Nanbico de Macau, and The Royal Naval Sailing Association, as a guest entry.

The Singapore yacht, 'June Climene', arrived in Hong Kong on board m.v. STRAAT MALAKKA.

The weather was dull and cloudy with intermittent rain, whilst on the last day the winds became quite fierce and gusty so that the utmost of skill was required from the boats' crews.

Singapore's 'June Climene', the tiller in the capable hands of Col. T.A. Hunt, was never out of the running although it was clear that Hong Kong was regarded a challenge on which the Colonel kept a very close watch.

'De Ruyter' was unfortunately forced to retire on the morning of the second day but she was back after lunch, in no danger of losing the second place.

'June Climene', one of the famous Danish built Børesen Dragons, which feature a special type of zipper-fitted mainsail, appeared to be the faster yacht and won each race. There has been some speculation as to what extent the special sail helped an already very good boat, and able helmsman and crew.

On the third day when 'June Climene's' victory was certain, it was arranged that the yacht's mainsail would be exchanged with that of Hong Kong's 'de Ruyter'. It was expected to be an interesting experiment but as it turned out, weather conditions were such that 'de Ruyter' found no advantage and indeed, might have raced better under her own sail. Again the Hong Kong Dragon placed second after 'June Climene'.

The final results were: 1. Singapore; 2. Hong Kong; 3. RNSA; 4. Thailand; 5. Manila; 6. Macau; 7. Indonesia.

1. De Ruyter in her lonely second position

2. Hong Kong's de Ruyter crew after tough last race.

3. Start of the second day. Indonesia in the lead.





An "Old Timers" photograph, all of whom have seen more than 25 years service with K.P.M. — J.C.J.L. — R.I.L.

From left to right, Front row: Captain W. Vader Dze (STRAAT LOMBOK), Mr Spurway (retired R.I.L. Sydney), Mr Pennel, Mr van Mourik, Mr J.S. Thorpe, Mr Bos (retired Chief Engineer), Mr K.F. Handel. Back row: Captain Schaefer (retired Master R.I.L.), Captain Visser (ditto), Captain Eggink (ditto), Mr A.M. den Boer, Captain van Zeggerin (retired Master), Mr van Hulst, Mr de Loos, Mr Edelmans.

25 YEARS JUBILEE

MR P.A. DE LOOS

Mr P.A. de Loos, General Manager for Australia and New Zealand completed his 25th year of service with R.I.L. on October 1st.

This day being a public holiday in Sydney, October 2nd was chosen as the day of celebration, and the second floor of InterOcean House, the place.

A large gathering of Sydney office staff, many retired senior members of R.I.L. now resident in Sydney, the masters and chief engineers of R.I.L. ships in port: m.v.'s Tjiluwah, Straat Johore, Tjimanuk, Straat Lombok, the master of the Oranje and Jhr. C.L.C. van Kretschmar (on a business visit to Australia) joined in congratulating Mr de Loos.

The official function began with Mr J.J. van Mourik presenting a bouquet of flowers to Mrs de Loos on behalf of the Managing Directors. Mr J.J. van Mourik, Asst. Gen. Manager Sydney, then addressed Mr de Loos, reviewing his extensive and varied career with J.C.J.L. and R.I.L. A point was made of the fact that Mr de Loos had remained within the triangle Hong Kong-Djakarta-Sydney during his career, but, went on Mr van Mourik, "although this area may be limited in space, he has made a great number of friends".

Mr van Mourik concluded by thanking Mr de Loos on behalf of Managing Directors, for his long and faithful service to the Company. He then made the presentation of the customary R.I.L. Gold Watch. Mr M.W. Pennell spoke on behalf of the Australian staff, expressing their appreciation of Mr de Loos, and on behalf of the Sydney office presented him with a gold watchband to match the R.I.L. watch, and some electrical equipment for Mr de Loos' power drill, his favourite toy. Mr de Loos responded by speaking of the pleasure he has experienced during his 25 years with the Company (war period excepted). He thanked Managing Directors for their congratulatory cable, and the R.I.L. Gold Watch, also the Sydney office for their much appreciated gifts. After saying how able he has been assisted over the years by Mrs de Loos, a toast was proposed for the welfare of R.I.L.



Mr and Mrs de Loos.

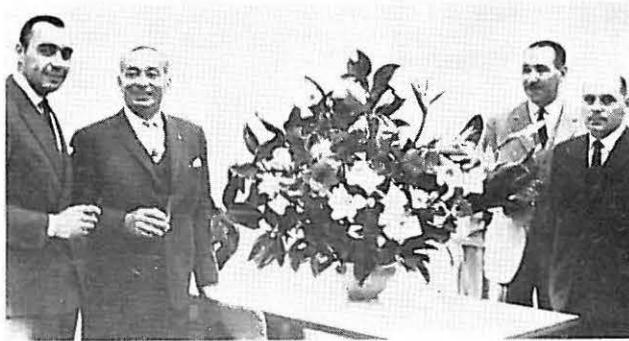


The watch is admired.



Mr Arocena, Mr Frutos, Mr Jacob Dekker (Representative South America) Don Enrique Doderó, Mrs Dekker and Captain C.H. Gosselink (m.v. STRAAT BALI).

NEW OFFICE IN MONTEVIDEO



Mr Arocena (Doderó), Mr Barbieri (Chiringelli), Mr Manganelli (Funsá) and Mr Frutos, posing beside the floral tribute sent by R.I.L. and (right) some of the guests enjoying the excellent catering arrangements.

The serious fire which gutted the Montevideo office last year has given occasion to Messrs. Doderó to build an almost entirely new 3-storied office on modern lines in place of the old one.

The result, from an architectural and practical point of view, is a striking success.

Mr Frutos, Manager Montevideo, has had a major share

in the planning of the interior layout and the result gives him good reason to be proud.

On October 4th, the new office was officially opened and on this occasion there was a reception attended by some 300 people, including Government officials and many business friends. Also amongst the guests were representatives of the two largest rubber importers in Montevideo, Messrs Funsá and Chiringelli.

K.N.M.I. AWARDS

In a ceremony held at Utrecht on October 20th, the annual K.N.M.I. awards were presented to captains and officers of the Dutch Merchant Navy for distinguished services rendered to the Royal Netherlands Meteorological Institute.

Among the twenty-seven captains who were awarded (by Royal Decree of 16th April 1962) the Silver Medal, were three R.I.L. captains: Captain D. Visser, Captain Th. G. Weemaes and Captain P. Hoetjer. Second officer J. R. van Amerongen was awarded an aneroid barometer.

The ceremony was highlighted by the presence of His Excellency the Minister of Transport, Mr H. A. Korthals, who presented the awards. In his speech His Excellency began by remarking that it is well known that sailing the seas of the world is a necessity for the preservation of national and international welfare. Only known to 'insiders' is that it has been, and still is, a vital factor in the development of the science of meteorology.

After stressing the more than 100 years of international co-operation between ships of all seafaring nations, His Excellency continued: "The world of the Maritime Meteorology is a world in which a selected group of observers and ships — and they are rightly called "selected ships" together with scientists, co-operate for a common

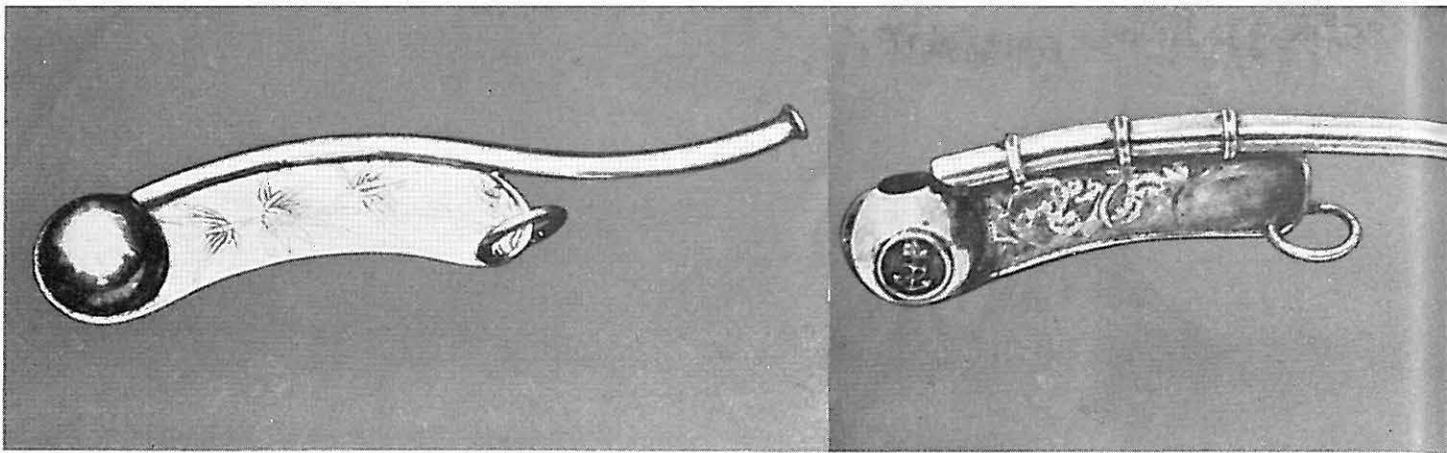
aim, the study of natural science and its applications".

Mr Korthals continued, saying that the value of the seaman-observer increases in these modern times. He is closely connected with the new developments under study, such as the new communications systems and the meteorological observations derived from weather satellites (Tiros series).

His Excellency concluded by paying tribute to the owners and directors of the shipping firms for their co-operation and support in compiling these important Meteorological and Oceanographic observations.

After the presentation of the awards the Director of the K.N.M.I. spoke in particular of Commander Maury of the U.S. Navy, on whose initiative, nearly 100 years ago, international co-operation in the field of Maritime Meteorology started. The Director concluded by quoting from the famous "Sailing Directions" of 1855:

"This work is the fruit of common labours. By concert and with the most commendable spirit, sailors of all nations are engaged in conducting a most noble and ennobling system of philosophical enquiry, the results of which so far have been embodied in the publication of this office."



3 different kinds of boatswain's pipes. Note fancy design on keels of silver pipes and lack of design on brass pipe.

Pipes from Mariners Museum Collection.

PIPE AL

FOR CENTURIES, THE BOATSWAIN'S PIPE HAS CA

Buried somewhere in the vast unwritten records of antiquity is the origin of the boatswain's pipe, that shrill, high-pitched whistle which for centuries has been a part of Maritime Lore. At its call, seamen have scrambled from innumerable forecastles to trim sail, chow down or go to general quarters. Truly it has earned its place as a shipboard instrument of command.

Historians shrewdly guess that the Greeks were responsible for using some sort of high-pitched sound on their galleys, and therefore may have been the originators of the pipe. Ancient records reveal that the boatswain beat time for the rowers by blowing high-pitched notes on a flute-like instrument. History does not tell whether this was the first time such a system was used. It is reasonable to speculate, considering the size and extent of the ancient Greek Navy, that the guess is fairly close to the truth.

The whistle became part of a naval officer's equipment during the latter years of the 13th century. As such, it was a sort of badge of command. The small ships of the day made it easy for the master or watch officer to pass on commands from the poop by means of the pipe. Because of this unique function, the whistle grew in stature until it became a very desirable possession for everyone in authority, even those not connected with the sea.

By the end of the 15th century, its use apparently became fairly general among the world's Maritime nations. State papers from British archives, dated 1488, give the account of an attack by English ships on some Venetian Galleys off The Isle of Wight. During the action the master of the galleys "blew his whistle and beat to quarters" with such effect that he "successfully frustrated the English Royal Navy may date from this action. This is purely speculation and has no documentation to back it up. There is a satirical literary

reference to the instrument in a poem written about 1500 in the English used during this era. The poem, 'Cock Lovell's Bote', reveals that the pipe was known and most likely in general use by the turn of the century. Here it is:

Than every man pulled at his ore
 With that I coulde se them no more
 But as they rowed up the hyll,
 The bote swayne blew his whystill full shryll.

Other references to the pipe are found in English literature, further substantiating its existence. Two of the better known ones are: The Tempest, Act 1, Scene 1, (circa 1609), in which Shakespeare has the boatswain say, "Heigh, my hearts! Cheerly, cheerly, my hearts! Yare, yare! Take in the topsail. Tend to the master's whistle! Blow, till thou burst thy wind if room enough!" And John Baltharpe's 1671 account of "The Straights Voyage", in which appears this little couplet,

With silver call on deck he stands,
 Winds it, make hast, aloft more hands.

These are of particular interest for, in both cases, it is the master, apparently, who is blowing the whistle and not the boatswain.

An interesting turn taken in the history of the boatswain's pipe has to do with the Lord Admiral's Whistle. The first recorded use of this is the wearing of a whistle by Sir Edward Howard, Lord Admiral, about 1513. In October of 1515, Henry VIII wore one during the christening ceremonies of a "Great galley", which he named Princess Mary. History is indebted to the French Ambassador

Pipe Calls

SOLID

TRILL

VIB. PRESSURE

PIPE THE SIDE

0 1 2 3 4 5 6 7 8 9 10 11 12 0 1

HI

LO

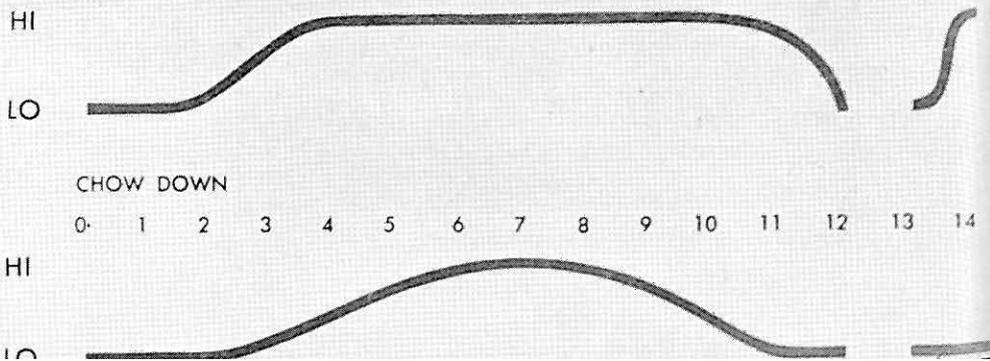
CHOW DOWN

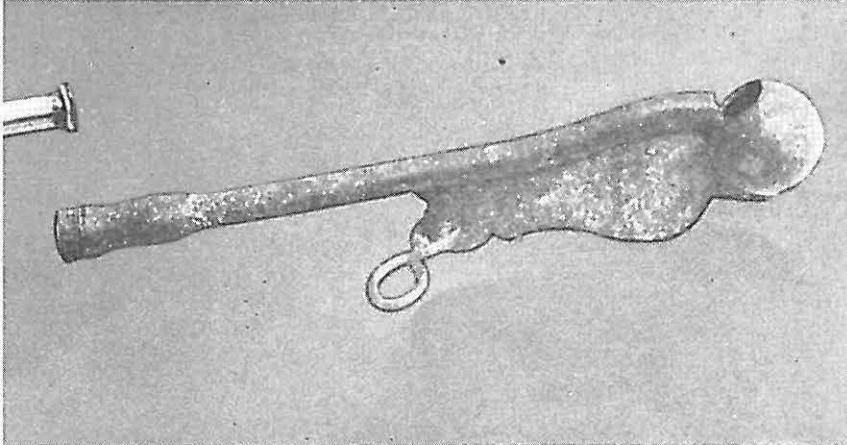
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14

HI

LO

HAUL TAU





HANDS

PILOTS TO THEIR VARIED DUTIES ABOARD SHIP.

who attended the launching, for he wrote, "Henry acted as a pilot and wore a sailor's coat and hose of cloth of gold chain, to which was suspended a whistle which he blew nearly as loud as a trumpet". In the same way, history records the dress worn by the Earl of Southampton, a great Admiral of England, during a reception for Anne of Cleves at Calais in 1536. A quotation describes his dress, and closes with "...and bandrick-wise, he wore a chain at which did hang a whistle of gold set with rich stones of great value": Then, too, there is a painting of Lord Clinton and Sayre which was done about 1562. It pictures him when he was Lord High Admiral and shows him wearing his whistle. There is a later reference to the painting which says, "...posed in his fighting not his parade kit with his whistle of command not that of office". It is well known that he was a true naval officer, not one of the "ornamental" variety. Hence the statement "not that of office" may shed some light on the reason the pipe dropped from favour. It is possible that it may have degenerated to a point where it was given out as a ceremonial badge to courtiers, politicians and other court hangers-on as a token of kingly favour. Again this is pure supposition, based on the use of a phrase, not on actual fact.

Lord Clinton's successor, Lord Howard of Effingham, apparently abandoned the pipe, as there is no evidence that he ever used it as a badge of office. From this point it seems to have declined in official favour. By Charles II's reign it became a matter of naval tradition for passing the word, and was no longer to stand as a symbol of command. History, therefore has recorded the fact that a whistle, shaped somewhat like the present day bos'n's pipe was used as a badge of office and command by Lord Admirals from the time of Henry VIII to that of Elizabeth I.

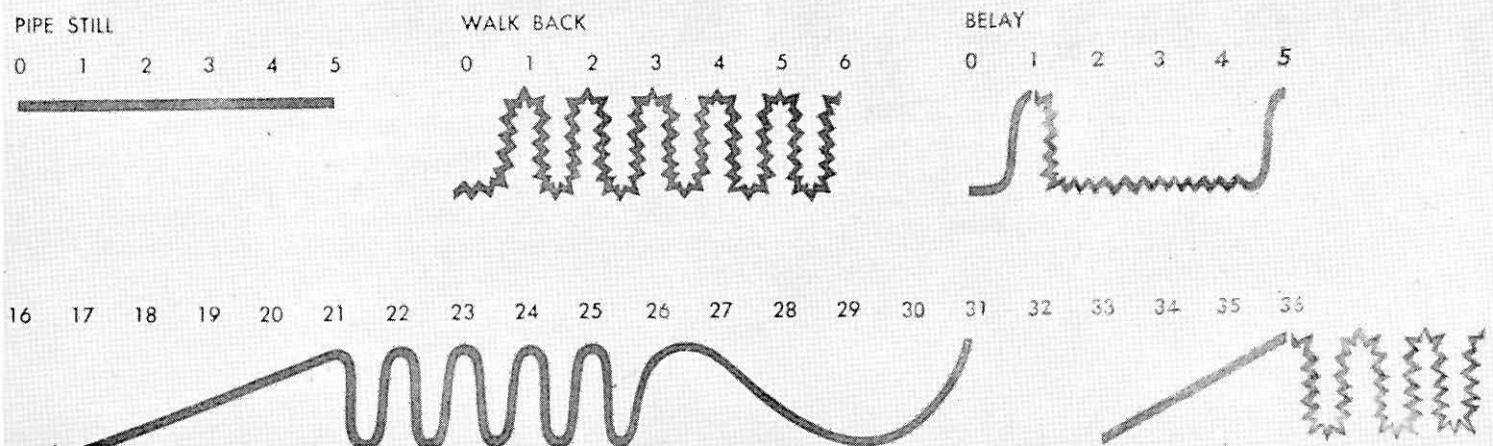
The change in ship propulsion from oars to sail during this same

era was probably the most important single factor in getting the pipe into the hands of the boatswain. Sailing manoeuvres became almost impossible to handle from the poop alone, with the result that the pipe passed to an inferior officer. This was happening as early as 1540, and is recorded in the annals of the Barbara's voyage to Brazil. Here it states that the Quartermaster, another inferior officer who, like the boatswain, became responsible for sails, had "a whistle and a chain of silver".

How or when the whistle assumed the name boatswain's pipe is not known. It is reasonable to speculate, however, that it came about in a very natural way. The boatswain, as the years went on, gradually assumed the role of leading inferior or petty officer. As such, it became his duty to control the deck gang, setting out their work and in general, mastering them for the various portions of their daily routine. At first he probably called sing-song commands similar to those given in the quotation from *The Tempest*. With the pipe in his hands it was only natural for him to use it instead of shouting at the top of his lungs. At first it was only noise. Little by little he began to develop calls which covered items in the crew's varied duties. Then, by close association with this leading petty officer, the whistle most likely became known as the pipe belonging to the boatswain, or better, the boatswain's pipe.

Today the pipe is only used on naval vessels. Its shrill calls can be heard over address systems installed aboard modern men-of-war, calling the crew to quarters, to colours, to chow, or to attention for some shipboard announcement. Its piercing cry can be heard piping officers aboard in the respectful manner due to their rank. One thing is certain, the modern instrument is probably one of the most interesting of surviving naval traditions and doubtless is an instrument as old as sea services are themselves.

Reprinted by courtesy of the "Compass".



TRISTAN DA

CUNHA REVISITED



*The corvette bringing out reporters.
m.v. BOISSEVAIN steaming towards her.*

M.v. STRAAT BALI (Captain C.H. Gosselink) put ashore by ship's boat, two Danish journalists, Mr Arne Falk-Ronne and Mr Peter Juul, at Tristan da Cunha in September. The two journalists spent two weeks on the island gathering impressions and making observations for their newspapers and were taken off on October 3rd by m.v. BOISSEVAIN (Captain G.W. de Bruyn).

News was received from Captain W.A. Giel of m.v. STRAAT RIO (late of TJSADANE) that due to bad weather conditions routing on voyage 6A had to be re-arranged, which brought the ship in the vicinity of Tristan da Cunha.

Prior to leaving Cape Town, the Port Meteorological Officer and the Hon. Welfare Officer for Tristan da Cunha came on board STRAAT RIO, and noticed the re-routing. This was of especial interest to them and they requested Captain Giel to make special observation of the following:

Whether the last survey sign was still in place on the volcano.

Whether the volcano was still smoking.

Whether any inhabitants were visible. Russian trawlers and helicopters had been observed in the area.

Any further observations.



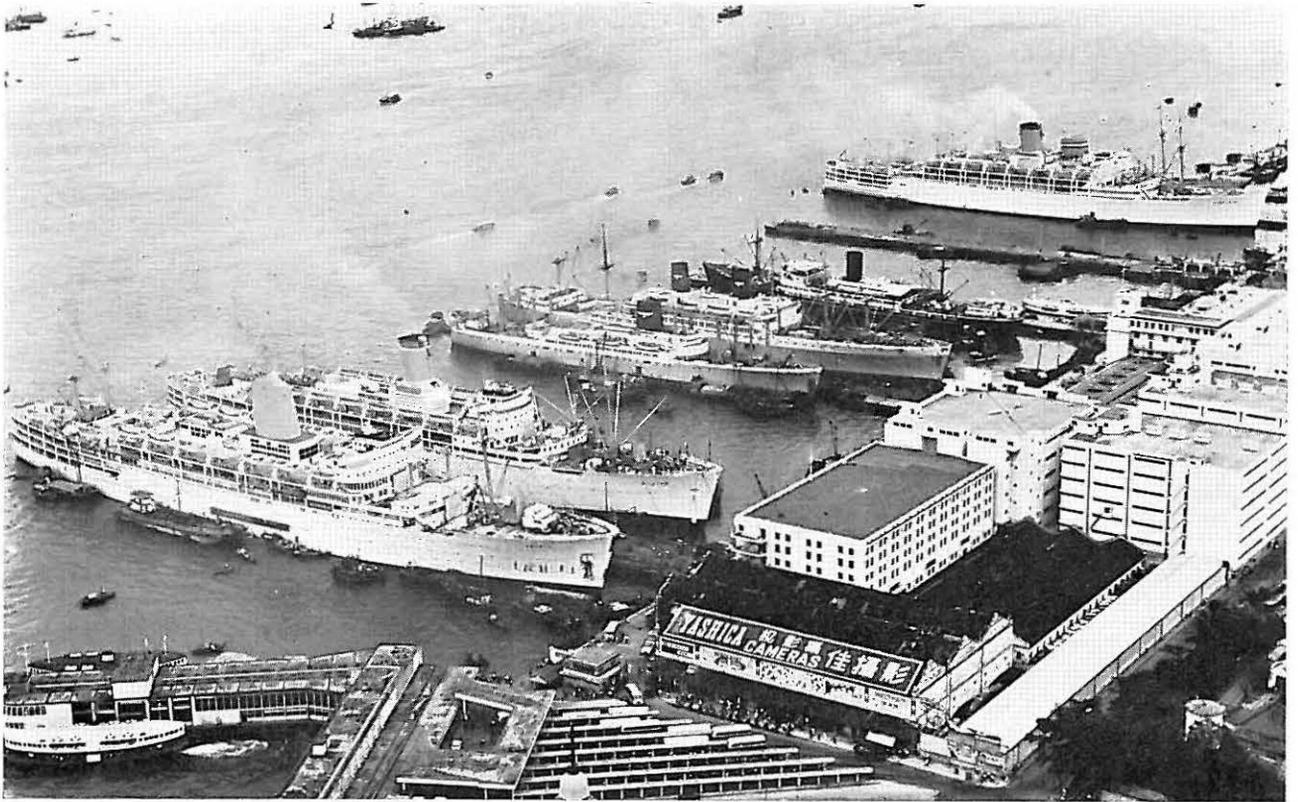
The reporters safely on board their luggage is taken on.



The Mountain showing snow on top and lava on the lower slopes.

Captain Giel agreed to these requests especially in view of the interest of passengers in taking photographs and films. According to Captain Giel's observation the differences were apparent since the evacuation of the island in October 1961 were as follows:

GIANTS OF THE SEA



In June 1960 R.I.L. Post published an aerial photograph of Kowloon Wharf, Hong Kong, showing a total of 124,000 gross tons of shipping berthed. Recently this post-war record was broken when, as our picture shows, seven large passenger liners tied up at the wharf at one time.

The aggregate gross tonnage of these seven ships is 132,300, which creates an all-time record.

The ships are, from left to right: Iberia; Chusan; President Hoover; President Wilson; Taiyuan; Himalaya, and Oslofjord.

Continued

The crater appeared to be about four times as high as before.

Although the volcano was still smoking slightly, there did not appear to be any new lava.

The beach was covered with lava to a greater height than that of the former settlement.

On measurement by Radar it was considered inadvisable to take a ship within about 4 cables distance of the previous safety margin.

There was nothing to be seen of the Crayfish factory. The site seemed to be covered by lava.

It was difficult to see whether there was any new volcano, as the view was obscured by smoke.

The survey sign was still in place, indicating that there has been no increase since the last expedition a few months ago.

There were no inhabitants visible.

There were no trawlers in the vicinity.

The main settlement looked just as before.

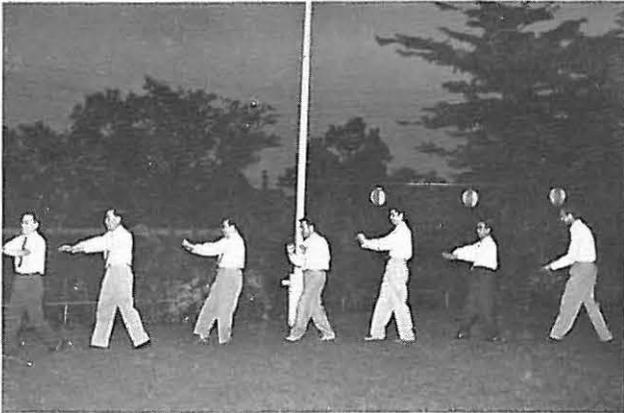
There were a few hundred cows and one horse to be seen moving about in the settlement and in the potato patches. (Sheep were killed by members of the last expedition when found starving). The English flag was no longer there, which is understandable on this stormy island.

Although the weather was bad with low cloud and little sun, this unscheduled call was much appreciated by passengers and officers alike. Photographs were taken and some films made.

Captain Giel advised that any landings attempted should be made in an island longboat manned by Tristanians.

YOKOHAMA GARDEN PARTY

The staff of the Yokohama office spent an evening at the residence of the Agent in September. Japanese dances were practised and amongst other enjoyable games, the traditional Dutch game of blind-fold "koek happen" caused much hilarity.



Mr J.J. van Steenberg, Mr T. Yamashita, Mr S. Sato and Mr Nomuro join in a Japanese dance.



Koek happen makes for merriment.

FLASH BACK

An amusing exchange took place between two RIL ships — old and new — for our purpose let's say ss. "Tjipondok" and mv. "Straat Magelhaen".

On the way from Japan to Hong Kong recently the faster "Straat Magelhaen" overtook the older ship. At the moment of overtaking the Officer of the Watch "Tjipondok, (who happened to be the third officer) flashed his signal lamp with a message to his colleague on board "Straat Magelhaen". The message ran:

"Can't you go any faster? we are only doing half speed".

Quick off the mark the Officer of the Watch "Straat Magelhaen" flashed back "Of course we can — right now we are going 'slow astern!'".

His opposite number on ss. "Tjipondok" had the last word when he signalled back "so long then — meet you shortly, in Japan".

COMPANY

IKEBANA TEACHER



Mrs Aoki, who is making the round trip Japan-Hong Kong-Australia-Japan on board m.v. TJIWANGI as an instructor for passengers in the art of Ikebana — Japanese flower arrangements, is shown here demonstrating to officers on board.

AUTUMN FLOWERS FOR M.V. TJIWANGI



Beautiful Miss Yokohama, charming in her lovely embroidered kimono, presents Captain P. Zwcers with a bouquet of Autumn flowers.

Posing also for this happy picture is a group of Australian round-trip passengers, Mr J.J. van Steenberg and a representative from the Yokohama Office.

DE RUYTERSCHOOL VLISSINGEN

In May 1963 it will be sixty years since the De Ruyterschool was established. In connection with festivities during the celebration of this anniversary, the Directors of the school are anxious to contact all old students.

To facilitate this, old pupils are requested to forward their present addresses to the Administrative Department of the School, at Boulevard Bankert 60, Vlissingen.

Further particulars of the jubilee events will be sent out as soon as addresses are received.

NAGAURA

Two pictures taken by Mr H. Okuda during m.v. TEGELBERG's call at Nagaura (Yokosuka) on October 10th. A number of 'knocked down' (part contained in packing cases) Datsun cars as well as a number of unpacked Bluebirds were loaded for South Africa. The pictures show clearly the movable grain suction installation and the huge storage silo.



FAREWELL GIFT



A book of Australian photographs was presented to Captain W. Vader Dzn (m.v. STRAAT LOMBOK) by Mr P.A. de Loos, as a farewell gift on behalf of R.I.L. Sydney.

Present on this occasion, the eve of Captain Vader Dzn's retirement, were: back row from l. to r.: Mr P.A. de Loos, Captain W. Vader Dzn, Captain H. Zeylstra (m.v. STRAAT MADURA), Captain D. Visser (cargo Inspector, Sydney); front row: Captain W. Breebaart (m.v. STRAAT STAOE), Captain E.P. Helleman (m.v. STRAAT JOHORE), Captain R. Jungeling (m.v. STRAAT CLARENCE).

POWER SHOVELS



Two enormous power shovels, each weighing (including parts) 50 tons, were loaded into m.v. TJIPANAS at Kobe for shipment to Buenos Aires. The loading was carried out by ship's gear and was completed in 2½ hours.

25 YEAR JUBILEE

MR H. SPRUYT

Mr H. Spruyt, Chief Engineer of m.v. TJIUWAH completed 25 years service with our Company on November 12th, 1962.

To celebrate the occasion, Mrs de Haan, the Managing Directors and several senior executives of HK HO joined Mr and Mrs Spruyt at a reception given in the lounge of m.v. TJIUWAH, berthed alongside Kowloon Wharf, on November 15th. Also present were Captain J. Jacobs and the officers of TJIUWAH, and Mr P.A. de Loos, General Manager for Australia and New Zealand, who was in Hong Kong on a business trip.

Mrs de Haan presented Mrs Spruyt with a bouquet of flowers on behalf of the Company.

Mr de Haan, in his address, gave a brief summary of Mr Spruyt's career which started with the K.P.M. in November 1937, recalling a few highlights such as the long and difficult repair job of m.v. TJIIPANAS at Cape Town in 1955.

The speaker went on to praise Mr Spruyt for his well-known devotion to duty and his capacity for hard work in which he has spared neither himself nor his subordinates. A personal touch was lent to the speech by mention of the fact that Mr Spruyt's first sea voyage was made on the old "Christiaan Huygens" of which Mr de Haan's father was Captain at that time. Another interesting factor was that Mrs de Haan and Mrs Spruyt were at school together. Mr de Haan concluded by thanking Mr Spruyt for his faithful service to the Company and presenting him with the traditional gold watch.

A toast to Mr & Mrs Spruyt was then drunk.

Mr Spruyt thanked Mr de Haan for his kind words of appreciation and concluded by proposing a toast to the prosperity of R.I.L.

Mr K. Groeneveld ended the official part of the ceremony by reading congratulatory telegrams from all over the world.



Mr and Mrs Spruyt with Mrs de Haan.



Chief Officer F. List admires the Gold Watch

BACK PAGE TRIO

Animal — A baby Impala, one of a shipment of a shipment of animals arriving on board m.v. TJIPOPOK in October. Animals of all kinds are frequently transported by R.I.L. ships.

Vegetable — Sacks of maize from Africa. Vegetable cargoes in R.I.L. ships include rice, tobacco, cogee, tea, sugar and many other of the necessities of life.

Mineral — An unusual picture of hundreds of zinc buckets and metal containers photographed o/b m.v. VAN NECK.

PERSONALITIES

Mr P.A. de Loos, General Manager, Australia and New Zealand, arrived on November 11th on a business trip and returned to Sydney by air on November 19th.

Mr H.C.G.L. Ribbink arrived on November 26th on a routine visit.

Mr J.M. Hens returned from a business trip to Tokyo on November 17th.

IN MEMORIAM



MR S.G. HUNG HIN

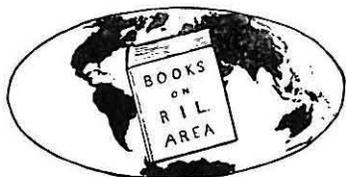
It is with great regret that we have to announce the sudden death of Mr Hung Hin Cheung which occurred in Sydney on 16-11-1962.

The late Mr Hung entered the service of our Company on 2-6-1956. He was posted to m.v. TJIWANGI on 9-10-1962. During his career in our Company the late Mr Hung made many friends who will remember him for his kind heart. Thoughts of deep sympathy go out to his wife and children.

謹以沉痛之情，報導一級理貨員洪獻祥君於本年十一月十六日在澳洲雪梨逝世之消息。

洪君于一九五六年六月二日加入本公司任職，而于本年十月九日奉派往芝萬宜輪上服務。

洪君生前交遊廣闊，今一旦云亡，本刊對其遺親，寄予無限同情。



AN INTERESTING HISTORY

A.G.L. Shaw: The Story of Australia.

London 1962. Faber & Faber 10/6.

The Faber Paper-Back Edition, in which this work was first published in 1955, does not as a rule contain historical studies of this kind. However the choice was an admirable one, and the very reasonable price has brought it within the means of a far wider circle of readers.

In the new edition the book has been extended, with two additional chapters, containing the record of events which have occurred in Australia since 1955.

Judging from the extensive bibliography at the end of the book the author is well-versed in history, and in Australian history particularly.

In our day, we also have indulged in some reading up on Australia and it is of the greatest interest to your reviewer that several of his titles are missing in the bibliography. Which only goes to show the difference between the amateur and the professional.

The beginning of Australia is treated lightly—after all the title of the book is the 'Story' and not the History of Australia. We cannot help but admire the stress being taken off the convict origins of Australia, as well it should be.

In chapter five we come to the more exciting early days of the young Colony. Exciting, because they contained much of what characterises Australia today: The systematic breeding of Merinos by John Macarthur which brought about the beginnings of the wool trade; the squatter question and its aftermath; the labour shortage which was already in existence.

The legislation on taxes brought popular defiance by the masses to the fore, and provided a healthy change from the old days when it was the influential and wealthy who opposed the rulings from Home.

In the following chapter an attempt is made to paint a picture of the adolescent years, again giving many a clue to the present day Australian's attitude toward his representation in Parliament and the government his vote has brought upon him.

The gold rush, and the economic crisis at the end of the last century bring the book up to Federation, a logical sequence to movements among the more far-seeing, naturally only a minority of the hard-working population where manual labour is predominant.

With the teeming millions of the Far East so near on its Northern shores it might be assumed that Australia could easily have overcome its labour shortage by importing Chinese or other Asians.

However, several strong forces were united in establishing what later was to be called The White Australia Policy, and although admitting the main argument that it is "not the bad qualities but the good qualities of these alien races that made them dangerous to us" (Deakin), Asians were not only kept out, but those who had succeeded in entering the country earlier were attacked and pursued.

We then come to modern history—both the World Wars and their effect on Australia as part of the British Empire, and the internal changes that had to take place when shipping was threatened, or indeed brought to a virtual standstill.

Much of Australia's outlook toward the U.S.A. is explained by the developments during the second World War, with Britain tied up and Japan fast overrunning South and South-East Asia.

The ANZUS Pact of 1952 signally links Australia with her wartime partner across the Pacific.

On the last page the Author sums up what makes Australia tick, and a most illuminating picture of the country so dear to us, is unfolded.

An index has been added for those who wish to look up certain items again.

W.Z.M.

SHIPS OF THE WEEK

These photographs were taken on October 11th when recordings were made at Grand Hotel Gooiland of the broadcast to m.v. STRAAT BALI as "West ship" (top) and m.v. Tjikampek as "East ship". Guests of the company on this occasion were Captain J.D. Jelijs, ex-Captain J.H. Wilmink, ex-Chief Engineer J. Damstra and ex-Manager Floating Personnel, F. de Jong, all accompanied by their wives. After a difference of opinion on wave bands, personnel of m.v. Tjikampek made an interesting experiment.



Two separate groups listened to the programme, one in the Radio cabin and one in the cabin of the second officer.

Reception was reported to be not always 100%. Though most of the first part of the broadcast was heard clearly, reception deteriorated toward the end.

The second officer made a tape recording of the programme, and many repeat performances have been given.

Reception on board m.v. STRAAT BALI was also poor. There was much interference from other stations on the wavelength. It was possible to record only very little of the programme on board.



PROMOTIONS



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

Mr	retroactive per	
A.A. Baars	30-8-62	
" I.H. Boers	28-8-62	" "
" R. Bouckaert	28-8-62	" "
" L. Dekkers	30-8-62	" "
" N. Filius	6-9-62	" "
" P. Geertse	28-8-62	" "
" W. Hoogendoorn	7-9-62	" "
" J.J. Koeman	24-8-62	" "
" J.P.K. de Korver	8-9-62	" "
" M.A.C.v. Laerhoven	29-8-62	" "
" N.I.P.v.d. Meulen	28-8-62	" "
" J.Th. Meyer	7-9-62	" "
" C.D.v.d. Peppel	25-8-62	" "
" S.P.J. Snoep	29-8-62	" "
" B. Spi's	30-8-62	" "
" J.E.E. Verschoor	15-7-62	" "
" B.R. Wasterval	30-8-62	" "
" H.B. Wiersma	31-8-62	" "
" C.H.W. te Winkel	24-8-62	" "

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain L.A. Cijssouw was posted to m.v. STRAAT COLOMBO following home leave.

Captain H.A. Scheybeler, Master of m.v. STRAAT COLOMBO, will be posted to m.v. RUYS.

Chief Engineer J. Dirkse was posted to m.v. STRAAT BALI following home leave.

Chief Engineer J. Stoop of m.v. STRAAT BALI went on home leave. Acting Chief Engineer J. Verdonk of m.v. STRAAT MALAKKA went on home leave.

Chief Engineer (temp. service) J. Damstra was posted to m.v. STRAAT MALAKKA.

Acting Chief Engineer A.F. Ijsenbrant of m.v. TJIMANUK went on home leave.

Acting Chief Engineer F.L.Th.M. Pietersma was posted to m.v. TJIMANUK following home leave.

Captain A.J. van Ankeren, Master of m.v. RUYS, will be posted to m.v. STRAAT SOENDA.

Captain H. Pronk, Master of m.v. STRAAT SOENDA, will be granted intermediate leave.

PERSONNEL

NEW PERSONNEL

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

Mr J. Damstra	Ch. Engineer (temp. service)
„ A.W.J.H.v. Alfen Hazenberg	Appr. „
„ J.P.C. de Kort	„ „
Dr W.J.v.d. Berg	Ship's Surgeon (temp. service)
Drs R.B. Lenterman	Hoofdemployé



Those who returned are:

Mr G. Verkerk	Chief Officer	posted to
„ A.A. Eermin	3rd „	m.v. STRAAT CLEMENT
„ Z.v. Voorthuizen	„ „	„ STRAAT MALAKKA
„ A.J. Pruysers	2nd Engineer	„ TJIPANAS
„ C.F.v. Overbecke	3rd „	„ STRAAT TORRES
„ R.C.L. Camphorst	4th „	s.s. TJIPONDOK
„ A.E. Kelder	„ „	m.v. TJIPANAS
„ J.H.M.Th. Smulders	„ „	„ STRAAT CUMBERLAND
„ H.W.v.d. Molen	5th „	„ STRAAT MALAKKA
„ F. Kummer	Adj. Chef	„ STRAAT SINGAPORE
„ J. van Krieken, Ing.	„	HK HO CD
		HK HO TD

SUCCESSFUL EXAMINATIONS

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

Mr P.J.v. Leeuwen	2nd Officer	Th.I	11-10-62
„ A.A. Fermin	3rd „	Pr.II	11-10-62
„ Frits Huizinga	3rd Engineer	B.I	8-10-62
„ J. Landwaart	„ „	C.I	26-10-62
„ G.G. Peck	„ „	B.I	19-10-62
„ P.K. Raap	„ „	B.II	12-10-62
„ W.M.J. Akkerman	4th „	A	15-10-62
„ R.C.L. Camphorst	„ „	A	25-10-62
„ W. de Zeeuw	„ „	A	18-10-62
„ A.A. Baars	5th „	ASW	30- 8-62
„ H.H. Boers	„ „	VD	28- 8-62
„ R. Bouckaert	„ „	ASW	28- 8-62
„ L. Dekkers	„ „	ASW	30- 8-62
„ N. Filius	„ „	ASW	6- 9-62
„ P. Geertse	„ „	ASW	28- 8-62
„ W. Hoogendoorn	„ „	VD	7- 9-62
„ J.J. Koeman	„ „	ASW	24- 8-62
„ J.P.K. de Korver	„ „	VD	8- 9-62
„ M.A.C.v. Laerhoven	„ „	VD	29- 8-62
„ N.I.P.v.d. Meulen	„ „	ASW	28- 8-62
„ J.Th. Meyer	„ „	VD	7- 9-62
„ C.D.v.d. Peppel	„ „	ASW	25- 8-62
„ S.P.J. Snoep	„ „	VD	29- 8-62
„ B. Spits	„ „	ASW	30- 8-62
„ J.E.E. Verschoor	„ „	VD	15- 7-62
„ B.R. Wasterval	„ „	ASW	30- 8-62
„ H.B. Wiersma	„ „	ASW	31- 8-62
„ C.H.W. te Winkel	„ „	ASW	24- 8-62



LEAVING (OR LEFT) SERVICE

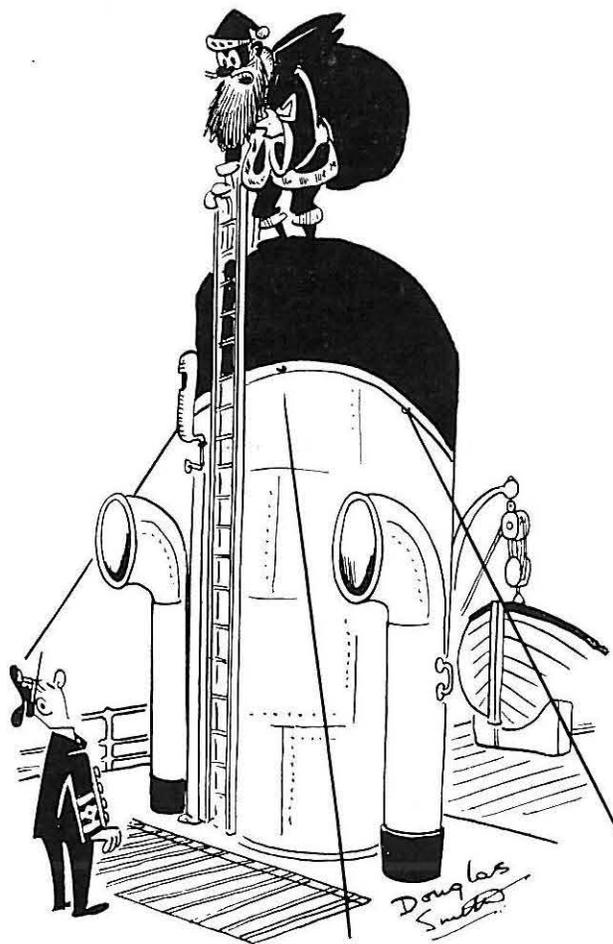
Mr B.H. Verbeek	Chief Officer	own request
„ J.C.v. Dijke	3rd „	„
„ P.P. Kuit	„ „	„
„ P.K. Raap	„ Engineer	„
„ H.C. Buunk	4th „	„
„ B. Lievers	5th „	„



LEAVE

The following personnel went on leave:

Mr S.Tj. Doornbos	Chief Officer
„ J. de Boer	2nd „
„ F.L.S. Dreyer	„ „
„ L. Huyding	3rd „
„ E. Touwen	„ „
„ J. Stoop	Chief Engineer
„ A.F. IJsenbrant	2nd „
„ J. Verdonk	„ „
„ J.W. Ruck	3rd „ /Electr.
„ G. Tomassen	„ „
„ H.W. Nieuwenhuysen	5th Engineer
„ L. Rolsma	„ „
„ W.J.P. Schampers	„ „
„ A.C.A. Schrijvers	„ „
„ R.G. Visser	„ „
„ B.S. de Vries	„ „
„ G. Slaager	Chef de Cuisine
„ J.F. Egberink	Chef van Dienst
„ K. Dirkzwager	Adj. Chef



"DON'T YOU CHAPS EVER SWEEP YOUR CHIMNEY?"

CARGO



PORTS OF CALL: MANILA SOUTH HARBOUR

