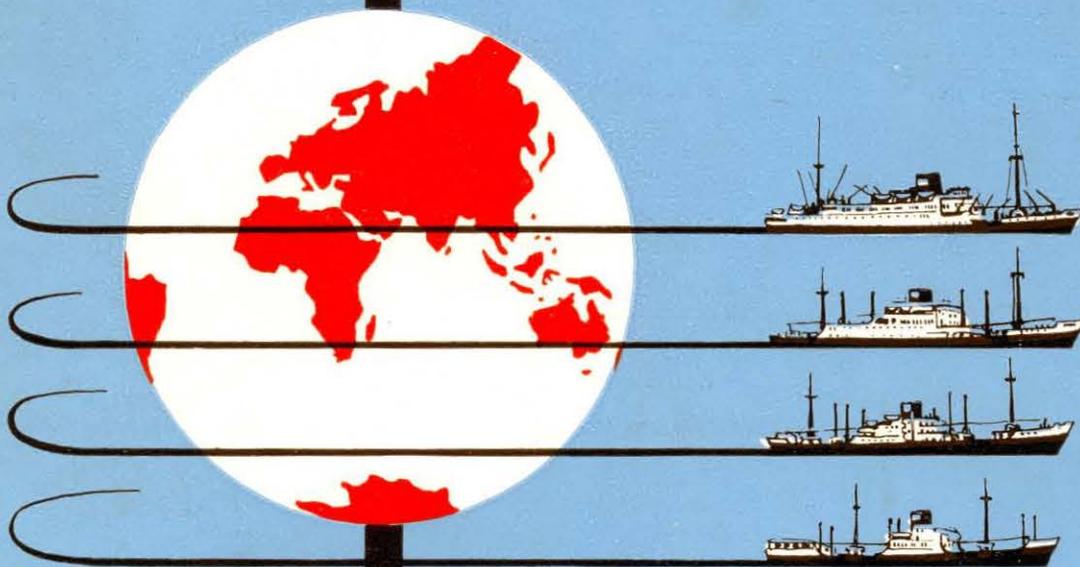




# RIL *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. X. No. 9. September, 1963

EDITOR:  
MRS. L.M. PETTY

AREA CORRESPONDENTS:  
HOLLAND — K. GROENEVELD  
JAPAN — H. OKUDA  
PHILIPPINES — V. PAZ  
AUSTRALIA — B. POLAIN  
AFRICA — J. BLAAUW  
S. AMERICA — G.T.H.M. SWEIJEN

SEPTEMBER 1963  
VOL. X. NO. 9



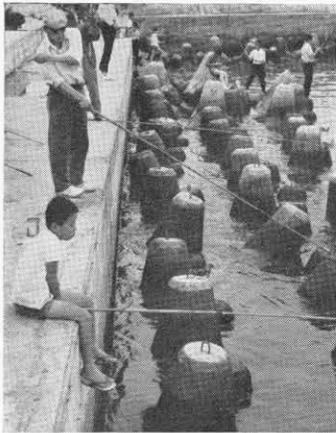
# RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE  
**ROYAL INTEROCEAN LINES**

P. O. BOX 725

HONG KONG

## JAPAN



That fishing is a universal sport is demonstrated by the above photograph, which was one of Mr O. Miura's entries in the Kobe Photo Club Competition. The winner also chose this theme — see p. 177.

## HOLLAND



*From the Editor*

*“I keep six honest serving-men  
(They taught me all I knew);  
Their names are What and Why and When  
And How and Where and Who . . .”*

Like Kipling's *Elephant's Child*, we have our “satiabie curiosity”, and some of our questions are answered this month:—

- What** are cowboys doing in Australia? ... .. p. 169
- Why** did m.v. Tjiluwah drop anchor just as our photographer approached? ... .. p. 166
- When** did the first R.I.L. ship sail with a crown? ... .. opposite
- How** did the Tjibounty go to sea? ... .. p. 175
- Where** was m.v. Straat Franklin launched? ... .. p. 164
- Who** had a double wedding on board ship? ... .. p. 176

## A FISHY BUSINESS

In our centre pages are pictures of the gentle Dutch scenery and some of the anglers who fish in the peaceful waters of Holland.

A more startling haul is shown in the photograph on page 174 of m.v. “Straat Chatham's” catch in the Congo River.

Those who sigh wistfully over ‘the one that got away’, will enjoy the postcard on page 174, received recently from — Boissevain in Canada!

And those who like their fish only when served on a plate, will enjoy the cartoon on page 179.

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

## CROWN AND FUNNEL

10th December, 1947 – a very important date in our Company history. On that day Her Majesty the Queen of the Netherlands bestowed the prefix “Koninklijke” (Royal) on the Java-China-Paketaart Lijnen.

Here is a picture of the Royal Warrant, the framed original of which hangs in AZ Department, Interocean House, Hong Kong.

For the sake of simplicity in trading in countries with many different languages, the name ‘Royal Interocean Lines’ was adopted on 2nd January, 1948.

It has struck us that there must have been quite a rush at that time to alter the design on the funnels of our ships and we wonder which ship actually sailed with the now-famous crown painted on the diamond.

Mr J.J. Edelman (Sydney) seems to remember that s.s. Tasman went first out of Kowloon Dock, Hong Kong. Mr F. Kummer (Manager: Catering & Stores Dept. HK HO) recalls that each ship was repainted in turn as it came in to Hong Kong and thinks that the old s.s. Nieuw Holland may have been at the head of the queue.

Mr J.W.J. Oosterman (then in HK HO TD – now with Piet Smith) believes that m.v. Ruys was the first to sail in complete R.I.L. colours. He says that there were many difficulties beforehand, such as the colour of the funnel (black or ochre?), the colour of the hull (black or white?) and the dimensions of the crown etc.

There is indeed general agreement that the shape and size of the crown itself was a vexed question.

How many readers actually saw the first Company ship to sail under R.I.L. colours? Does anyone really remember?



Photograph: Michael Reed.



The Committee concerned for the conferring of the Prefix “Royal” and the Royal Arms, obeying the Commands of

HER MAJESTY THE QUEEN

notifies . . . L. Speelman, Esquire  
Managing Director of the Steamship Company

named Java-China-Paketaart Lijnen, N.V.

108, Prins Hendrikkade, at Amsterdam

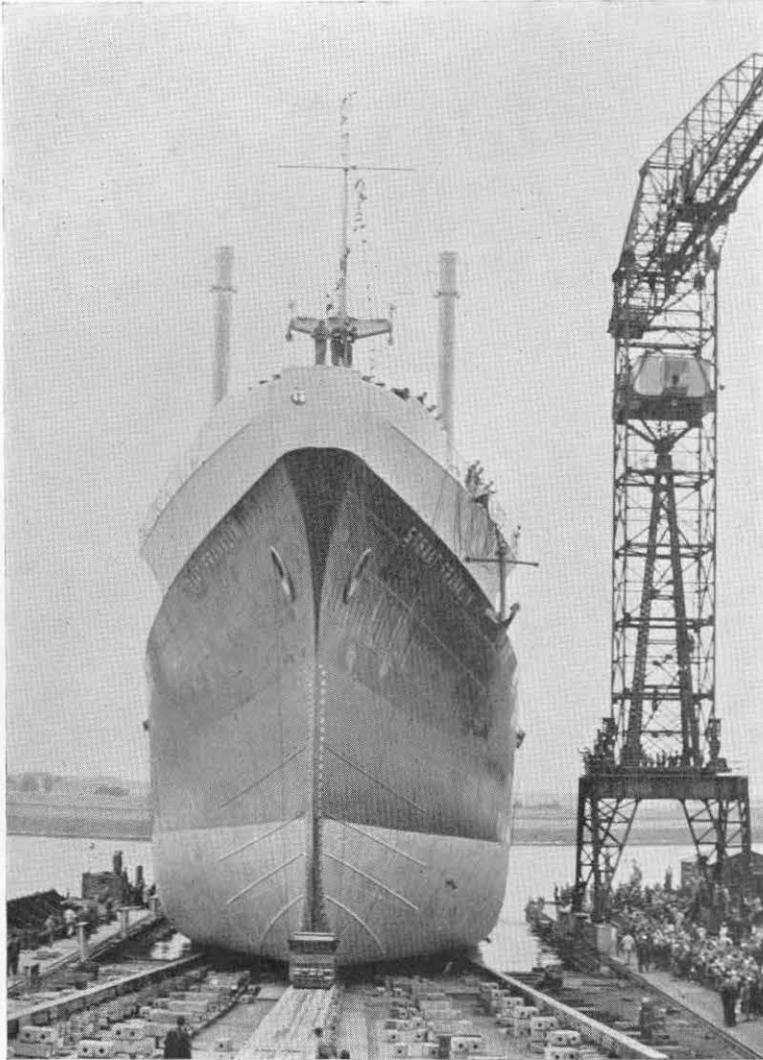
that Her Majesty has deigned to confer on the . . . .

Java-China-Paketaart Lijnen, N.V.

of Amsterdam

the Prefix ‘ROYAL’

The Hague, 10th December, 1947



**M.V.  
STRAAT  
FRANKLIN  
LAUNCHED**

**NEW SHIPS**

On 18th July, the second of the F-Class ships, m.v. Straat Franklin, was launched at Verolme's shipyard at Alblasterdam (halfway between Rotterdam and Dordrecht) by Mrs O. ter Braake Meeter.

The keel of this ship was laid on 8th September, 1962 and delivery is expected to take place in mid-December.

m.v. Straat Frazer was delivered on 3rd August and sailed on the 4th for Walvis Bay to load a quantity of canned fish for Singapore, proceeding thereafter to Cape Town and other South African ports to load for the Far East. Following this trip she will proceed to Shanghai to effect the October CHIWAS sailing.



## R.I.L. ACTIVITIES

**m.v. North Viscountess** was redelivered to her owners on 30th June.

**m.v. Van Waerwijck**, on completion of the discharge of a cargo of oats in Durban, will proceed to Lourenço Marques for a voyage to the Far East.

**m.v. Artemide** was redelivered to her owners at the end of August.

**SPS** will omit, and **NZEAS** will include calls at British North Borneo ports as from September and October respectively.

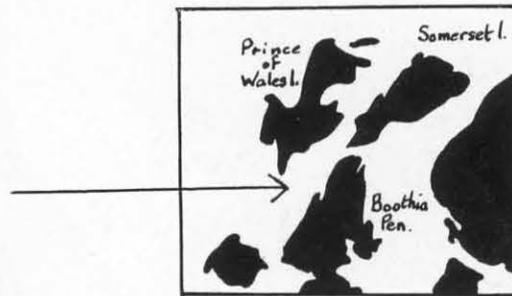
### PLAYERS ON BOARD M.V. TEGELBERG

When the Tegelberg arrived in Manila on 25th July, passengers were entertained by a band playing stringed instruments and wearing the typical Filipino shirts.



### WHERE ARE THE F — STRAITS ?

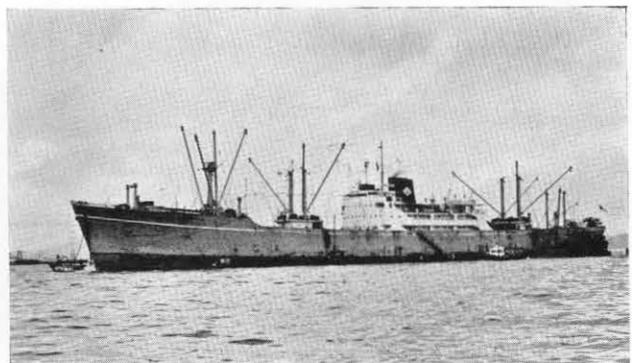
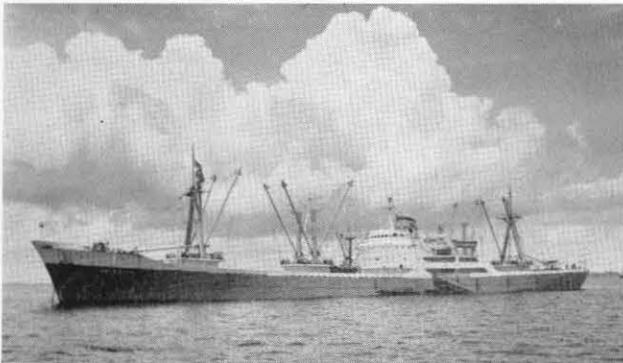
Non-existent as far as three of the names are concerned, but our second ship, the Straat Franklin, really is named after a strait which lies in the far north, off the Northwest Territories of Canada. It seems unlikely that the ship will ever pass through its (mostly icebound) namesake!



## CHARTER SHIPS

The Italian vessel **Artemide** (left) was anchored in the Singapore Outer Roads on 4th August, waiting for a berth alongside the Singapore Harbour Board where she was to discharge fish meal and general cargo.

The Irish ship **Irish Larch** was lying in Hong Kong harbour on 10th August, on her way to South America in the ASAS Freight Service.





**CAREFUL**

In a well-timed berthing operation, the Master of m.v. Tjiluwah dropped anchor to provide a 'drag', as a cross-wind swung the bows of the ship towards the jetty.

*Photo: Peter Tse*



We must admit that we had been looking forward to this book when its appearance was announced in the British Literary papers. For we had got quite fond of Colin Simpson by having his three "Adams and his Islands" on our bookshelves for so many years, and hoped he would have gone back to his "Adam" style in this one.

Unfortunately the author persists in presenting a haphazard mixture of facts and fancy, and (as in June 1957 when we reviewed his "Picture of Japan") we repeat that he should have taken more time to digest his impressions, so as to avoid not a few ill-considered statements and glib conclusions.

**A HAPHAZARD MIXTURE**

Colin Simpson: "Asia's Bright Balconies"

*(Angus & Robertson, London 1962, 35/-)*

First of all the title is not descriptive of all three balconies visited: by a little stretch of imagination we may call Hong Kong and Macao "bright balconies" to an otherwise dull or poorly lit Asia, but the Philippines are not a balcony to Asia, though they may safely be called a balcony to the U.S.A., or even its Asian balcony.

All this does not necessarily mean that the book is dull reading. We imagine it was mainly written for the uninitiated tourist on his way to "brighter balconies", and it is a mine of useful information with selected tit-bits of history, and details of the best shops and their prices; it also directly advertises reliable firms, so much so that one wonders if the author's trip was not sponsored by the often-mentioned trade-names! As such, the book is useful to the tourist, and should be on hand at all our passage agents "down under"; many also would find it an acceptable gift.

### CARE FREE

Children of boat-people, these two merry imps thought they were on to a good thing when they used one of m.v. Straat Rio's mooring ropes for a swing.

*Photo: Albert Leung*



The haste with which it was rattled off also shows in the foreign words so lavishly scattered throughout the story, and so often mis-spelled. But to mention Japan-grown opium on p. 25 is simply ridiculous, and the same page contains the information that British export of opium into China ceased in 1917, so we wonder what the India-grown opium on board s.s. Tjisondari, and discharged at Shanghai in 1926 was really meant to be.

On page 65: "there is no synthetic jade", which only equals page 66, where Mr Liang says that the Chinese like their jade set in gold; few Chinese will agree with either statement. Claire Simpson also adds to the confusion by inserting a line-drawing of a "san hsien" with the three spanners natural to a three-stringed instrument, but with an extra string thrown in for good measure!

On page 97 the unsuspecting reader might conclude that "tuan wu" is the Chinese translation of the Dragon Boat Festival. First

of all the expression "tuan wu" is in Mandarin, and so is quite out of keeping in Hong Kong. It means "upright noon", the equivalent of the summer solstice, which roughly was settled for on the 5th day of the 5th moon in the lunar calendar.

Six years ago we wrote that the Philippines Interlude should not be there at all; imagine our disgust when we not only found it again, but — with the exception of a few lines — literally copied from the former book. 'Balconies' pages 216 to 221 are identical with 'Interludes' 209 to 215. The rather poor pictures of the Philippines have been inserted in droves as well; in six years some better ones could have been taken. Talking of pictures, there are sixteen pages of them in colour. Of these the wrapper is the best. There are as many pages in black and white, some of them in poor taste. Maybe we expected too much — the usual fault of the Dutch!

W.Z.M.



## FOLKDANCING ON BOARD M.V. "RUYS"

Captain and passengers happily joined in the last dance "Carnavalito" of a 90-minute show on board m.v. Ruys on 21st June.

The colourful show was enhanced by special lighting effects and a very high level of performance was reached, both in solo and group dances. The perfect coordination in the latter roused special comment.

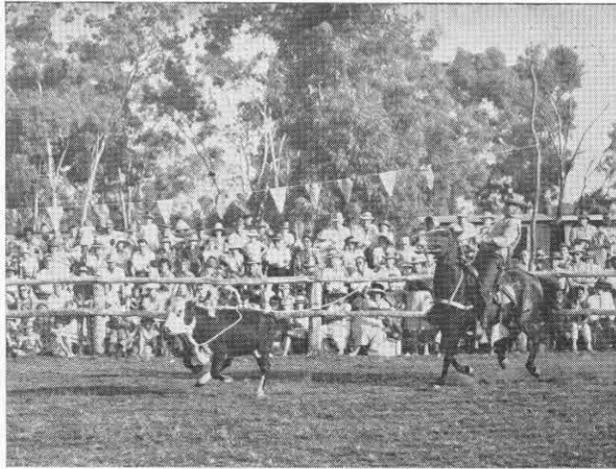
While the ship was lying in Buenos Aires, members of the Agrupación Folklórica Argentina came on board to delight the passengers with fourteen different dances: from the Pampas and the Highlands, historical dances in costumes of the Nineteenth Century and Indian dances of the northern regions.

Performers were accompanied by three guitars, a flute, a drum and the (ship's) piano.

We hear that the work of the catering staff of the Ruys added very largely to the success of an evening which gave deep enjoyment to everyone present.



## AUSTRALIAN RODEO



Area Correspondent Bruce Polain recently spent his holidays in North Queensland, travelling partly by car and partly by the V.N.S. vessel "Annenkerk".

Together with officers from the ship, he journeyed 20 miles out of Townsville to the H.5.U. Rodeo, where he was surprised to find a large crowd—apparently this sport has a big following in North Queensland. Riders were present from practically every state in Australia and also contestants travelled over from New Zealand. The majority of competitors are professionals and travel the country areas attending the various rodeos as a form of livelihood. Several events were contested, each depicting a different type of job connected with the cattle or grazing industry.

These photographs by Mr Arch Fraley of Townsville show some of them, and Mr Polain describes the events:—

One picture shows the horseman lassoing the calf after it had been released from a pen; this is called "camp drafting". The horseman then dismounts, throwing the calf to the ground and thereafter ties the calf's legs together.

An official then examines the security of the knots and signals the timekeeper to stop the timing mechanism.

An experienced man will complete the entire operation in less than 60 seconds. The horse is specially trained for this type of work and even after the rider has dismounted, the horse assists by backing away from the calf and so keeping the rope taut. To the uninitiated, the above appears a slow and laborious way of catching a calf for branding or other purposes, as compared with driving a herd of cattle into the stockyards and through a cattle race. However, this is where camp drafting gets its name, as it is the method of dealing with stragglers away from the yards after the main herd has been mustered.

Another photo shows a rider in action on a buckjumper or to use the Australian equivalent for a wild horse, a "brumby", and finally, for laughs we see a rather courageous stockman leaping from his horse to grapple with a wild steer. Actually he was successful in this operation as by twisting the steer's head sideways he was able to topple the animal to the ground—a bloodless form of bull fighting.



## ANGLING IN



The fact that Holland, the land of water, is a fisherman's paradise goes without saying. It's difficult to travel even a few miles in the Netherlands without seeing water of one kind or another. There are the canals which form one of the country's most important transport networks and which are nearly as indispensable as the roads themselves. Then there are the smaller waterways which serve to carry off the superfluous polder waters, as well as innumerable ditches and the like, which are of paramount importance in maintaining the water levels in and around Holland's agricultural lands and pastures. In addition, there are many beautiful lakes in the Netherlands, especially in Friesland in the Northern part of the country, so that there is more than enough water to turn this country into an Angler's Dorado!

Holland, however, boasts no fast rivers or streams, and this means that those fish most sought for by anglers abroad, the salmon and the trout, are seldom found here. This was quite different in former days, when salmon actually constituted the staple diet of many Dutchmen. There was, in fact, so much salmon, that servant girls on entering new employment, even went as far as stipulating that they should not be required to eat salmon more than twice a week. Today, however, if a servant stated that she was to be given salmon at least once a month, she wouldn't get a job at all!



There are then no salmon and trout worth mentioning in the Netherlands, although on the other hand there are vast quantities of other good freshwater fish, so that the angler in Holland seldom needs to stop by at the fishmonger's, to fill his creel, before daring to return home. The hungry pike is one of the most sought after fish, and many anglers here concentrate entirely on this "King of the Canal and Pond". Then there are also voracious perch and the tasty sea-perch, not forgetting the wily carp and the hesitant bream. All these constitute the watery prey of thousands of anglers. The list doesn't end there, for Holland's waters also abound in roach, chub, barbel, ide, to mention only a few, and they all provide the patient angler with many hours of sheer pleasure. Finally, we mustn't forget the eel which when smoked or stuffed, is a rare delicacy. It's true, eel fishing is mostly carried out by professional fishermen, using lines and traps, but even so, many a Dutch angler spends the night hunting this elusive prey.



# HOLLAND

This, incidentally, is the only kind of fishing which is allowed at night in Holland, for the law lays down that one must fish one hour before sunrise and continue until one hour after sunset. Then there is also a "closed" season, during which these denizens of the watery deeps may spawn and multiply in peace, undisturbed by the anglers' tempting worms. This closed season lasts two and a half months altogether, from 15 March to 1 June. Generally speaking, fishing is unrestricted and not subject to any complicated bye-laws. Anyone may fish in all public waters without a special licence, providing that only one rod is used. If you want to handle more than one rod, or employ live or artificial bait, then a licence is necessary, together with an authorization from the owner or supervisor of the water concerned. This licence can be obtained everywhere at all police stations on payment of a small sum. Tourists from abroad are granted special facilities. In addition, every angler in Holland contributes a very small sum annually, one shilling or fifteen U.S. cents, towards maintaining fish stocks at their present level. The Fund which supervises this work is a unique organization, with which there is no comparison anywhere in the world. The money collected in this way is used to purchase fish, artificially bred elsewhere, which are then set free in Holland's open waters, so that the rich stocks of fish here are maintained and fishing waters kept clean.

One of the finest spots to go fishing is in the former Zuyder Zee, which having been cut off from the sea by land reclamation schemes, now forms the IJssel Lake. The "Enclosing Dam", the engineering wonder twenty miles in length, which runs from the province of North Holland to Friesland, is a happy hunting ground for thousands of anglers in this country, both young and old. Pike-perch, perch as well as pike and carp abound here in great numbers.

It is strange that water, Holland's arch-enemy for so many centuries, and which the Dutchman has fought against successfully for so long, has become a friend on account of the endless hours of joy which it offers to the many thousands of anglers in Holland.

*Chris Geudeker.*

*Reprinted by kind permission of Radio Netherland.*



*A 33 lb, 45 inch pike from a Dutch canal.*



## SAYONARA MR VAN OSSELEN



On 26th June a barbecue dinner party was held in the garden of the Prince Hotel, Yokohama to say 'Sayonara' to Mr van Osselen.

The photograph shows Mr van Osselen with all the party in front of the temple bell platform in the hotel garden.

## GOOD WISHES TO MRS NOODT

All those many R.I.L.'ers who have worked in the Hong Kong Local Office must know Mrs M.A. Noodt, secretary to the Manager for Hong Kong & China. In the 'Personnel' columns this month, her name appears under the heading 'Leaving Service', and, on behalf of all her friends, we wish her a happy future in New York, where she is retiring after 35 years' outstanding and loyal service to R.I.L.

Mrs Noodt first started working for J.C.J.L. in Shanghai in 1928 and has had an unbroken record ever since.

Before she left Hong Kong, all the staff held a Chinese dinner to bid Mrs Noodt Goodbye.

*"I Like Japan Too . . ."*



Smiling Mr Reyneker endorsed Mr van Osselen's opinion when he met the ladies of R.I.L.'s Kobe office in July.

## CORRECTION

In our article on 'Allotment Day' last month, we mentioned that over 600 R.I.L. crew members each month allot a proportion of their pay to their families. The actual number of men who make allotments is, however, about 1,200.

## PERSONALITIES

**Mr P.A. de Loos** General Manager for Australia & New Zealand, returned from Indonesia to Hong Kong on 30th July and flew back to Sydney on 3rd August.

**Mr J.J. van Mourik** took over the management of the Freight Department on 24th August from Mr J. van Middelkoop, who left Hong Kong for Durban via Australia.

**Mr P. van Schaardenburg** has taken over from Mr Ph. Bangert as R.I.L.'s Representative in East Africa as from 15th August.

**Mr S. Bennema** has taken over from Mr R.J. Thesen Ender as R.I.L.'s Representative in Central Africa as from 15th August.

## OLD FRIENDS MEET



A happy reunion took place at Djakarta on the arrival on 13th July of Mr P.A. de Loos (General Manager for Australia and New Zealand) and Mr S. Bakker (HK.HO. PCT.)

From L. to R.: Messrs Cheong Yat Tong (ex Chinese Passage Office - cashier), de Loos, Lim Bie Seng (ex Djakarta Office - F.B.), Bakker and Tjhan Kok Liang (ex C.P.K. - 2nd cashier).

## SWEEPINGS

**House-flag** A keen 'ship-spotter' in Port MacDonnell (between Adelaide and Melbourne) recently wrote to R.I.L.'s Sydney office for information about the call-signs of the Company's ships. On the back of the envelope was painted the R.I.L. flag with the words:—"Proudly it is flown around Australian Ports by R.I.L. ships".

**Old Glory** When the American communications satellite, Syncom II, went into orbit in July, the Navy Communications ship Kingsport, which was anchored at Lagos, Nigeria, got in touch by microwave radio. The response was very good and the satellite even bounced back a recording of *The Star-Spangled Banner*.

## CHINESE WISDOM

When we take wine with a dear friend, a thousand cups are too few.

酒逢知己千杯少

## PRESENTATION TO 'MR GUILHERME'

In the June issue of *R.I.L. Post* we published a tribute to Mr Guilherme Martinelli, who for 43 years had been with Martinelli, most of the time as Manager in Santos.

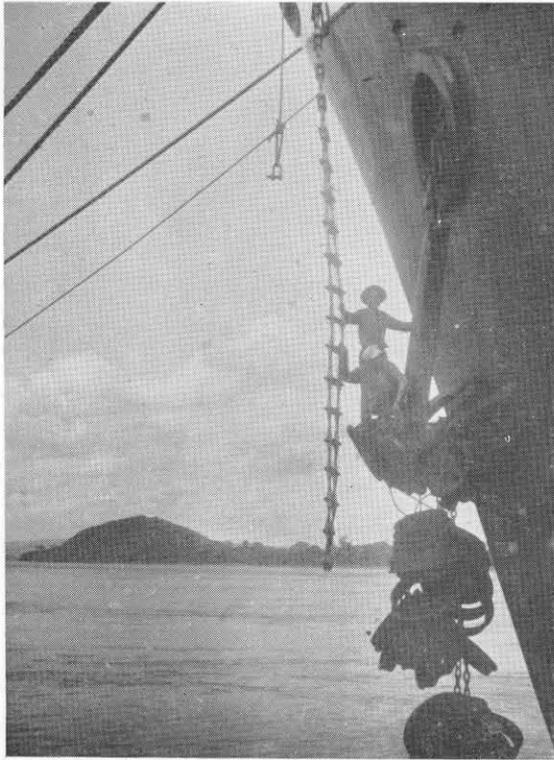
In recognition of his long devotion to the interests of R.I.L. and the many years of friendship which had passed, it was decided to give Mr Martinelli a silver fishing junk as a token of the Company's esteem.

At a reception in Santos on 3rd July, therefore, this tribute was formally presented by Mr G. Th. M. Sweijen on behalf of Managing Directors and R.I.L.'s Representative in South America, Mr J. Dekker.

Dona Alzira, who replied on behalf of her husband, specially requested Mr Sweijen to convey her husband's deep appreciation of this gesture.



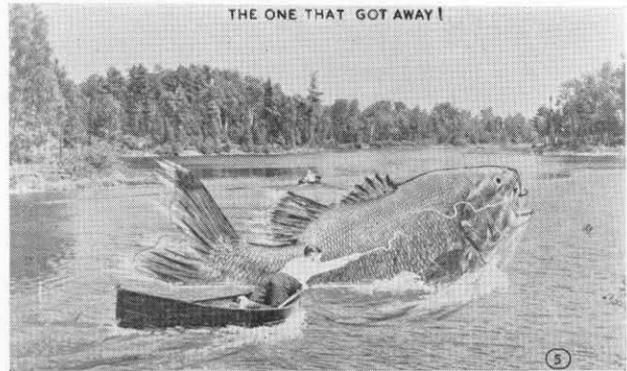
## QUEER FISH



### A HEAVY HAUL

m.v. *Straat Chatham* made an unusual catch recently at Ango Ango (near Boma) on the River Congo. It consisted of about 30 railway carriage wheels, joined to each other by means of a chain. The Master (Captain J.D. Jelijs) estimated the weight to be around three tons and says:— "It took the deckcrew a few hours of sweat and tears to remove this unwanted load."

Third Officer M. Rob's photograph gives an idea of the size of this unwelcome burden.



### BOISSEVAIN IN CANADA

This remarkable evidence of the size of the fish to be caught in Canada, was received on a postcard from Mr Dennis H. Furnish, formerly R.I.L. Passage Manager in Durban. He writes on the back:—

*"I thought you might be interested in receiving a postcard from Boissevain, Manitoba. This is a 'Gateway Town' from North Dakota, U.S.A. and a popular place in the summer. I am not sure how it got its name, though there are Belgian settlers in the area."*

It was certainly news to us that a town of this name exists. Thank you Mr Furnish.

### CHINESE WISDOM

Better return home and make a net than long for fish on the edge of the pond.

*"Wishes can never fill a sack."*

臨淵羨魚，不如退而結網。

### NAVAL DUTY

As nearly everyone knows, a Naval Officer has practically nothing to do except decide what is to be done;

To tell somebody to do it;

To listen to reasons why it should not be done;

Or why it should be done by somebody else;

Or why it should be done in a different way;

To follow up to see if the thing has been done;

To discover that it has not;

To enquire why;

To listen to excuses from the person who should have done it;

To follow up again to see if the thing has been done, only to find that it has been done incorrectly;

To point out how it should have been done;

To conclude that as long as it has been done, it may as well be left where it is;

To wonder if it is not time to get rid of the person who cannot do a thing right;

To reflect that he has probably a wife and a large family and that certainly any successor would be just as bad, if not worse;

To consider how much simpler and better the thing would have been done if one had done it oneself in the first place;

To reflect sadly that one could have done it right in twenty minutes, and as things turned out, one had to spend two days to find out why it had taken three weeks for someone else to do it wrongly.

# AN EPIC VOYAGE



## The TJIBOUNTY Sails The Seas

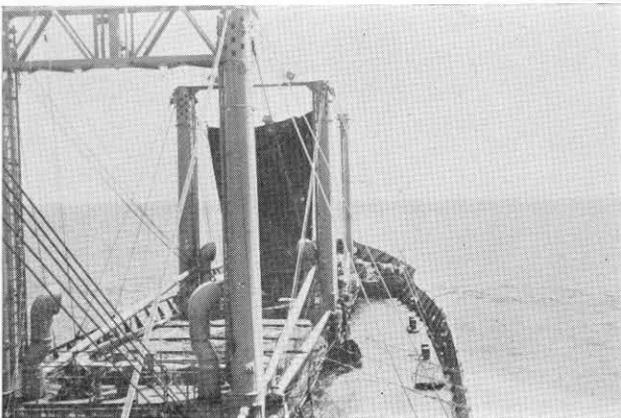
Or so it appeared to 'Second Lieutenant' G.J.H. de Reus when Captain 'Bligh' Westrate, hard pressed for time in the South China Sea, decided to take advantage of a strong following wind and rigged a sail between the samson posts of Hatch No. 2.

When Mate 'Fletcher' van der Veld, with the help of his men, hoisted the canvas and this spinnaker unfolded in the wind, the Tjibounty (or should it have been

Tjibounty?) leapt forward to come to her proper speed of 15.1 knots.

Just to prove that this is not all a myth, devised by the officers of m.v. Tjipanas in the dog-watches, here is a photograph taken by Chief Engineer W. Bakker in July.

Captain ("Call me Skipper") Westrate is not counting his gold bars—just pig-iron consigned from Durban to Singapore.



## 25TH ANNIVERSARY OF MR HUNG PING YAN



*Mr Liebenschutz fastens on the watch.*

“I am delighted that an old hand like you should be addressed by an old hand like me . . .” said Mr P.V.C.E. Liebenschutz to Mr Hung Ping Yan (洪炳仁) on the occasion of the latter’s 25th Anniversary of service with the Company.

At a friendly gathering in the Hong Kong Local Office on August 3rd., the Manager for Hong Kong & China first

presented Mrs Hung Ping Yan with a bouquet of red roses and then went on to say that for a man to celebrate his Silver Jubilee with a company, he must have a certain character, for such long service showed steadiness, combined with the will to serve and dedicate one’s life to one Company. R.I.L. fully appreciated these qualities in Mr Hung Ping Yan.

Mr Liebenschutz reminded his listeners of Mr Hung Ping Yan’s past service, starting as a typist but remaining for the greater part of the time in the Telegram Department, “the nerve-centre of every office”. He had been the right man in the right spot, and his present young-looking face belied the fact that he was a man who really had 25 years of devoted service behind him.

Speaker then thanked Mr Hung Ping Yan for his loyal service and presented him on behalf of the Company with an inscribed ‘Jubilee’ watch. He also handed him a ‘lucky red envelope’ on behalf of his co-workers which was to help towards the purchase of a refrigerator.

Letters and telegrams of congratulations were read from distant friends, but not the one from Tokyo, which had been sent in code to test Mr Hung Ping Yan’s ingenuity! In his reply, Mr Hung Ping Yan thanked everyone, saying that he had been very happy in his years of service and expressing his wish to do his very best to serve R.I.L. in the future.

## DOUBLE WEDDING ON BOARD

Third Engineer R.E. van der Jagt and Third Officer J.T. Wouda sent us this report from m.v. Boissevain:—

“A very rare event on board ships took place during the stay of m.v. Boissevain at Singapore: on Sunday, June 30th, two of the ships’ Officers, Mr J. Pasman and Mr A. Fransen, both 4th Engineers, married their respective brides in the Mariners’ Chapel of the Connell House.

The two brides: Mrs. J. Pasman-Donk and Mrs. S. Fransen-van der Voort arrived in Singapore earlier that week accompanied by Mr Fransen’s mother.

The bridegrooms left the ship on Sunday morning to collect their brides and proceeded to the Church. The Captain and Mrs de Bruin, the Chief Engineer and Mrs Kuiken, Mrs Fransen Sr. and all the Officers attended the service, which was conducted by the Rev. P.D. Steegman.

After the ceremonies, the newly-weds came on board (watched by many interested passengers) for the reception of their guests. Apart from accepting all good wishes from those present at the party, each couple was presented with a wedding gift from the Master, on behalf of all Officers. The Boatswain and No. 1 Fireman, on behalf of the Chinese crewmembers,

presented each bridegroom with a massive golden ring inscribed with the Chinese character for ‘good luck’ and each bride with a piece of Chinese silk.

The happy wedding party ended when both couples left the ship for their honeymoon in a rain of (uncooked) rice.”



*Leaving the church (from l. to r.): Mr & Mrs A. Fransen, Mrs Fransen, Snr., Capt. G.W. de Bruyn, Mr & Mrs J. Pasman.*

## IN MEMORIAM

### CAPTAIN C.A. BACKER



It is with regret that we have to announce the death in Holland on 13th August of Captain C.A. Backer. He was buried in Rotterdam on 15th August.

Captain Backer served with the Company for twenty-nine years, was promoted to the rank of Captain on 1st July, 1954 and retired in 1958.

Our deepest sympathy goes to his family.

### “SOLITARY FISHING BOAT”



*Hiroshi Fujiwara*

### KOBE PHOTO CLUB

Mr H. Fujiwara, a regular contributor to *R.I.L. Post*, won First Prize with this excellent picture in the half-yearly contest held in Kobe in June.

Other prize-winners were as follows:—

- 2nd — Mr T. Asada
- 3rd — Mr O. Miura
- 4th — Mr H. Fujiwara
- 5th — Mr T. Asada

# POSTINGS

On 1st September, 1963

<i>m.v./s.s.</i>	<i>Captain</i>	<i>Chief Engineer</i>	<i>Head of C.D.</i>	<i>Boatswain</i>	<i>No. 1 Fireman</i>
m.v. RUYS	H.A. Scheybeler	G. Vischer	B.A.C.H.G. van Zutphen	Lau Chung 劉忠	Lam Lin 林連
m.v. TEGELBERG	H.A. Klein	A. Snoek	J.A. Nanninga	Tang Kee 鄧祺	Lam Kow 林九
m.v. BOISSEVAIN	G.W. de Bruyn	Th. Kuiken	A.P. Eekhout	Yiu Kwong 姚光	Cheng Lau Man 鄭劉民
m.v. TJIJALENGKA	W.A. Giel	J.G.H. Verkerk	Li Moon Chung 李滿忠	Cheung Ming 張明	Leung Yung 梁容
m.v. TJIJLUWAH	J. Jacobs	P.C. Spuybroek	Tsui Fook 徐福	Leung Tim 梁添	Wong Sang 黃生
m.v. TJIWANGI	J. Kuiken	B. Kragt	Yip Pak 葉北	Wong Pak 黃柏	Chan Ching 陳清
m.v. STRAAT BANKA	E.M. Drukker	J.R. Meyer	Zee Yuen Ching 徐餘慶	Ho Woon To 何煥圖	To Sang 杜生
m.v. TJINEGARA	H.J. Steenberg	G.J. Doves	A. Dumais	Leung Yung Kan 梁容根	Cheung Sai 張細
m.v. STRAAT BALI	C.H. Gosselink	J. Dirkse	Tsang Hin Fai 曾憲輝	Chan Keung 陳強	Tang Kau 鄧球
m.v. STRAAT MOZAMBIQUE	N. Kroone	J. Stoop	Lock Yan 駱恩	Lee Wah 李華	Lam Kam 林錦
m.v. STRAAT MAGELHAEN	W.F.H. Gerken	M.G. Beunder	Tsang Shum 曾森	Chan Fong Yan 陳方恩	Leung Yiu 梁耀
m.v. STRAAT VAN DIEMEN	Th. Terhorst	W. Bakker	Ling Yau 凌有	Ho Kwan 何坤	Lam Ping 林平
m.v. STRAAT RIO	J.R. Ezendam	J. Pronk	Tong Chung Kin 唐松建	Lee Lun 李麟	Choy Bing 蔡炳
m.v. STRAAT MALAKKA	C. Baak	F.L.Th.M. Pietersma	Chiang Lam 蔣林	Wong Loi Po 黃來保	Keung Chee 姜志
m.v. STRAAT SOENDA	J. Verburg	D.J.B. Valk *	Chan Lam 陳霖	Cheung Wah 張華	Lam Chiu 林照
m.v. TJBANTJET	W. Ineke *	A.J. Pouw	Lam Yiu Bun 林耀彬	Lee Cheung 李昌	Lee Wah 李華
s.s. TJIBODAS	G.P. Proper	J.G. Mayoer *	Lam Ming 林明	Chan Chuen 陳泉	Lau Kwai 劉桂
s.s. TJIPONDOK	W.H. Schröder	P. Tigchelaar *	Cheung Pik Tin 張璧石	Tsang Sucey 曾水	Lam For Hing 林火興
s.s. TJIKAMPEK	H. Fronk	C.J.J. Willemsen *	Tsang Sui Wah 曾瑞華	Loo Too 盧道	Tong Kow 唐九
m.v. STRAAT COLOMBO	L.A. Cysouw	D.M.A.J.v.d. Gugten	Loh Soy Fong 駱瑞芳	Ling Kee 凌祺	Lam Cheung 林祥
m.v. STRAAT CLEMENT	P. de Roode	J. Birza	Wilkiam Doo 杜咸謙	Chan Shui Fook 陳水福	Liu To Hing 廖土興
m.v. STRAAT CLARENCE	R. Jungeling	G. van Beek *	So Cheung 蘇章	Leung Ngau 梁牛	Chan Shing 陳勝
m.v. STRAAT CHATHAM	J.D. Jelijs	R. Jonker	Lee Siu Kee 李兆祺	Cheung Ding 張丁	Lee Sang 李生
m.v. STRAAT CUMBERLAND	Th.G. Weemaes	P. Reuvers	Au-Yeung Wai Shing 歐陽惠成	Cheung To 張桃	Chan Chun Ming 陳俊明
m.v. TJIMENTENG	A.J. Winkelmolen	A. Nieberg	Lee Hin Fan 李顯芳	Leung Ling 梁寧	Cheung Ying Choy 張英才
m.v. TJIPANAS	L.P. Weststrate	J. Mos	Shum Lin Sze 岑連師	Lai Fook 黎福	Tse Tak Wah 謝德華
m.v. STRAAT JOHORE	E.P. Helleman	G.H. Menses	Chan Yim Hing 陳炎卿	Leung Yun Choi 梁潤才	Lam Wui Heung 林回春
m.v. STRAAT SINGAPORE	G.J. Noë	H. Paase *	Chiu Chang Sing 趙振聲	Lo Sang 羅生	Cheung Chai 張齊
m.v. STRAAT TORRES	E.F. Aalberts	A.J. Pruyssers *	Wong Shang 黃山	Kwok Ming 郭明	Lee Fook Tai 李福泰
m.v. STRAAT COOK	W. Micog *	M. de Groot	Kan Yip Fai 簡業輝	Yip Fook 葉福	Lam Fook 林福
m.v. TJILIWONG	C. Dekker	J. Maarschalkerweerd *	Lam Lok Ming 林駱明	Yiu Shu Sum 姚樹森	Lam Chui 林柱
m.v. TJIMANUK	B. den Hoed *	M.G. de Wever	R.F.V. Ribeiro	Wong Kwan 黃坤	Liu Hin Ming 廖顯明
m.v. TJITARUM	G. Potharst *	J.C. Meulenberg *	Lee Sik King 李式敬	Ng Moon 吳滿	Chan Chiu Fat 陳照發

\* Acting

# PERSONNEL



## LEAVE



The following personnel went on leave:

Mr J.J.E.M. Bruyn	Chief Officer
„ B.L. Legemaate	„ „
„ J.L. van Schoondrager	„ „
„ J.L. Nobels	2nd „
„ G. Daman	3rd „
„ F. van Groll	„ „
„ H.J. Minderhoud	„ „
„ E. van Went	„ „
„ C.M.H. van der Velden	4th „
„ A. Minnesma	2nd Engineer
„ P.J. Rutgers	3rd „
„ L. van der Knoop	4th „
„ J.A.M. Kooltjes	„ „
„ J. van der Neut	5th „
„ Ph. Bangert	Adj. Chef
„ R.J. Thesen Ender	Adj. Chef
„ H.K. van der Schatte Olivier	H. Employé

Those who returned are:

		<i>posted to</i>
Mr M. Peddemors	Ch. Officer	m.v. Straat Banka
„ H.E. Kerkmeyer	2nd „	„ Straat van Diemen
„ P. Maas	„ „	„ Straat Rio
„ J.M.P. van den Akker	3rd „	„ Tjitarum
„ J. Drost	„ „	„ Straat Banka
„ B.L. Herkemij	3rd Engineer	„ Straat Banka
„ J. Craamer	4th „	„ Tegelberg
„ H.N. Haas	„ „	„ Straat Singapore
„ H.J. Maris	„ „	„ Straat Johore
„ H.J. Engels	5th „	„ Straat Johore
„ M.C. Schoremans	„ „	s.s. Tjipondok
„ G. Slaager	Instructor CD	„ Tjitarum

## LEAVING (OR LEFT) SERVICE



Mr E.H. Vegter	2nd Officer	own request
„ Th.M.J. Effring	2nd Engineer	„ „
„ A.F. Ijsenbrant	„ „	„ „

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

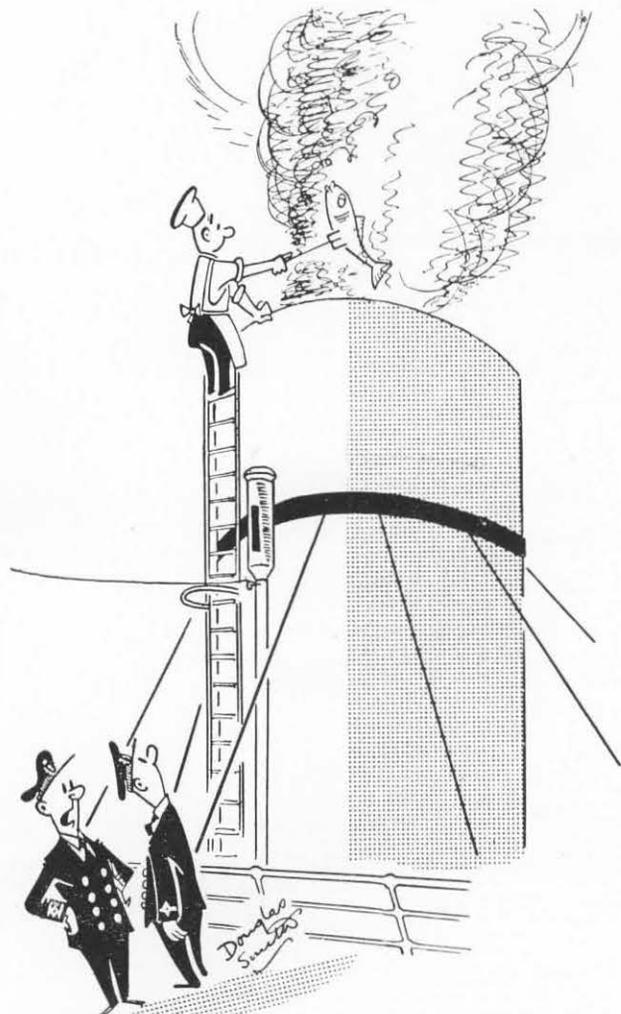


Captain E.P. Helleman, Master of m.v. Straat Johore, went on home leave.  
 Captain D. Procee was posted to m.v. Straat Johore following home leave.  
 Acting Captain A.J.M. Michielsen, Master of m.v. Tjitarum, went on intermediate leave.  
 Chief Officer G. Potharst was posted to m.v. Tjitarum as acting Captain.  
 Chief Engineer H. Spruyt of m.v. Tjiluwah went on home leave.  
 Chief Engineer P.C. Spuybroek was posted to m.v. Tjiluwah following home leave.  
 Chief Engineer J. Mos of m.v. Tjipanas was hospitalized and reported to m.v. Tjipanas; he was temporarily replaced by acting 2nd Engineer J. Landwaart.

## SUCCESSFUL EXAMINATIONS/PROMOTIONS



Our congratulations go to Mr H.N.Ch.M.T. Luyk, who passed his examination ASW on 11th June, 1963, and was promoted to 5th Engineer as from that date.



“ That insatiable appetite of the passenger for smoked salmon . . . ”

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Backpage photograph by kind permission of Mocambique Railways.

## A LANDLUBBER'S LEXICON

A "Horse" is a bar of iron across the deck of a vessel, and "Hounds" are knee-shaped pieces of wood or steel bolted to a mast.



## PORTS OF CALL: LOURENCO MARQUES

