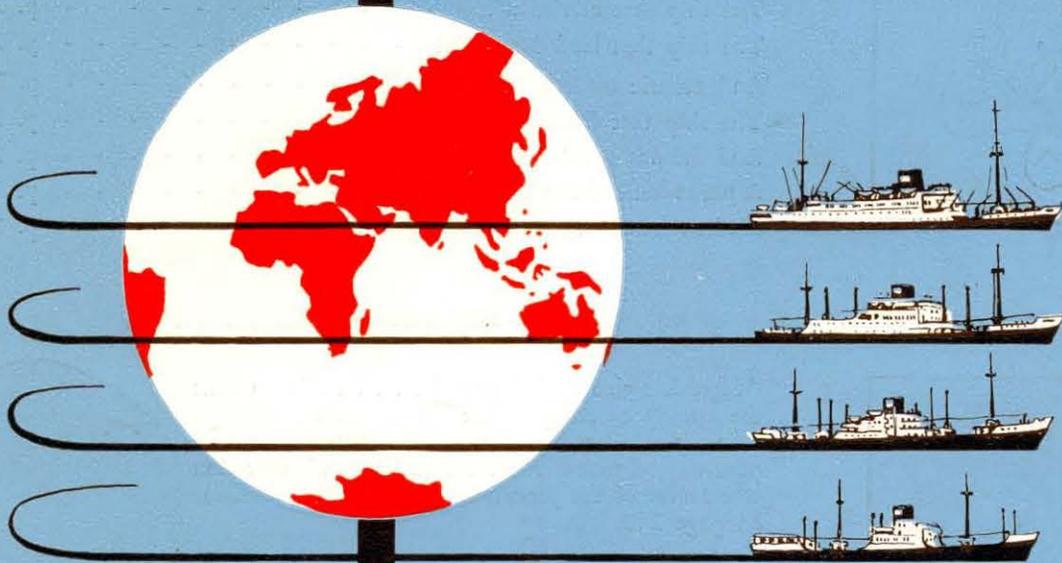




# RIL *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. X. No. 12. December, 1963

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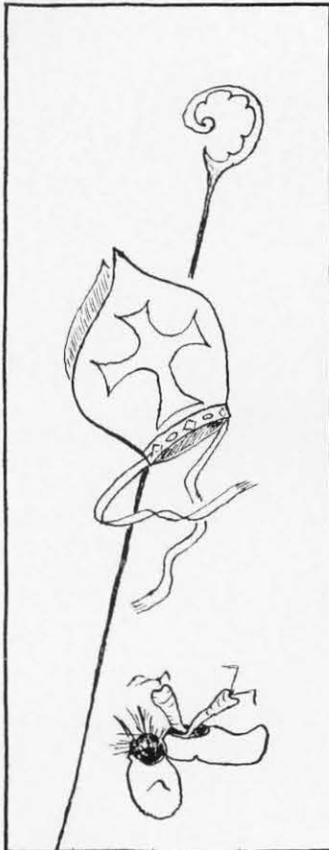


# RILpost

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

P. O. BOX 725

HONG KONG



m.v. Tjimenteng with m.v.  
Van Spilbergen behind.



*From the Editor*

## OF SHOES . . . . .

As this issue appears, all Dutch children will be on their best behaviour in anticipation of St. Nicholas' Day, December 5th, when the old Spanish saint gives presents to those who have been good. Tradition says that he will be riding across the roof-tops, accompanied by Black Peters ready to descend chimneys with rods for the naughty, so small shoes will be put on the hearth for several evenings beforehand and filled with carrots and hay for the saint's white horse. May there be many sweets to fill them in the mornings!

## AND SHIPS . . . . .

- The ship that **saw the world** - - - - - p. 226/7
- The ship that carried a **Zoo** - - - - - p. 230
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- Modern trends with the heading of **'Spray'** - - - - - p. 234/5

## AND SEALING - WAX . . . . .

"Signed, sealed and delivered . . . . ." — so runs the ending to many a document. Before we sign off with this last issue for 1963, however, we wish positively to state that we can make no identification whatsoever of the persons illustrated by Mr de Geus on page 240.

A Happy Christmas to all our readers, especially to those who will be far from home.



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



## COMING AND GOING

In the late afternoon of November 1st, m.v. Tjimenteng moved slowly away from the buoy in Hong Kong harbour, the pilot sampan tucked into her side, and the R.I.L. colours flying for the last time in those waters.

At her stern was flying the flag of the Royal Dutch Naval Reserve, to which the Master – Captain A.J. Winkelmolen – is entitled.

On her way out, the old ship sailed past m.v. Straat Frazer,

busily loading for the African coast. The sleek lines of this brand-new vessel seemed to personify our hopes for the future.

At the end of the year we look back (see the following two pages) to Tjimenteng's past. With the coming of 1964 we shall look forward to the entry of all four Straat F-ships to the FEWAS, commencing with m.v. Straat Franklin in January.



### MAIDEN VOYAGE

On 12th October, the first of the F-type vessels arrived in Japan. Here is m.v. Straat Frazer, photographed by Mr J.J. van Steenberg, as she noses her way into her first calling port, Yokohama.

When the ship arrived at Kobe, the Harbour Master, Captain Y. Miyamoto, presented Captain H. Zeylstra with a silver plate to commemorate the occasion. (Photo by Mr H. Fujiwara).





*m.v. Tjimenteng*

## THE SHIP THAT SAW THE WORLD

Some vessels are built to the specific order of a shipping company and spend their entire existence in a more or less orderly sequence of voyages. M.v. Tjimenteng has not been one of these.

Built in Belfast in 1942, a 'wartime utility product', the ship was christened 'Empire Sydney'.

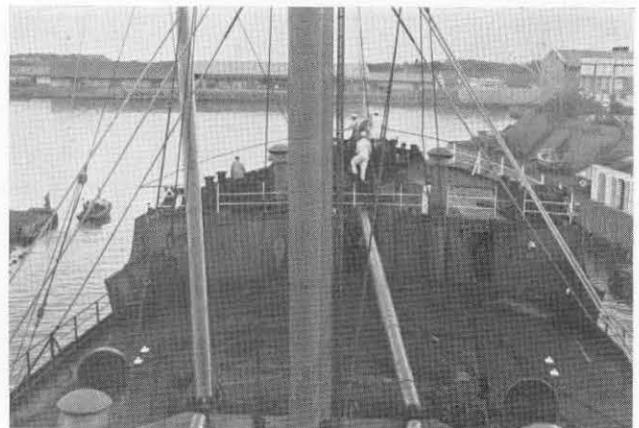
In 1944, on her sale to the Netherlands Government, 'Empire Sydney' became 'Van Der Helst'. She was then manned and managed by J.C.J.L., and finally bought by them in 1947, while she was in America. The name 'Tjimenteng' ('Tji'-water or river, 'Menteng'-a tree in Java) brought her in line with the rest of the old Java-China-Japan Lijn.

It was obvious that considerable alterations were necessary. The only running water on board was in the Captain's cabin! Some of the more senior officers had the doubtful privilege of a primitive wash-stand in their cabins, but we can only presume that everyone else had to 'make do' with a bucket. Entry to the lavatories was via the bath-rooms, and a terse comment in the surveyor's report pointed out that this could be inconvenient!

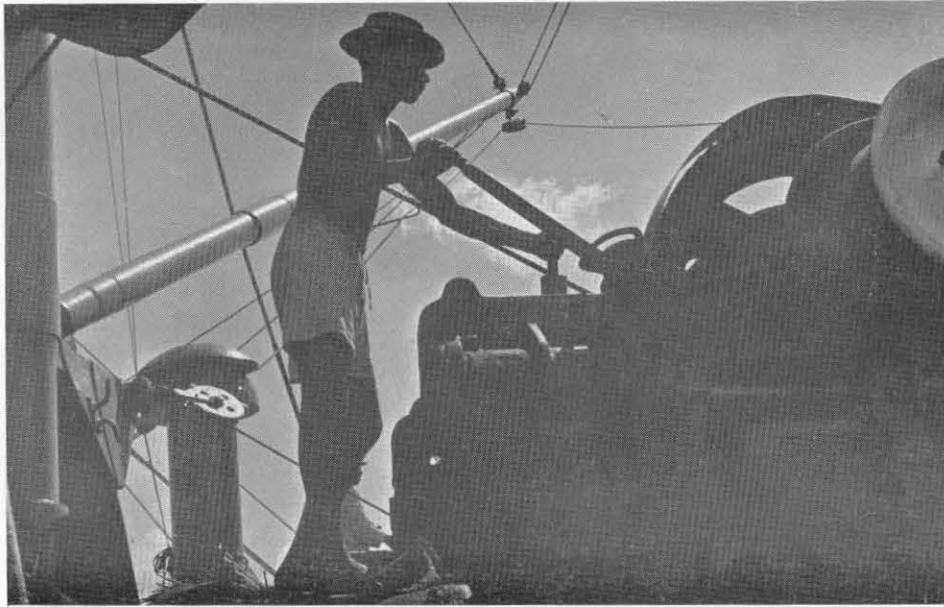
After an extensive overhaul in Holland, including the fitting of a new, different-shaped funnel, Tjimenteng entered the J.J.S. (Java-Japan-Service) for her first 12 voyages. After that, the ship really began to see the world.



THROUGH PANAMA



INTO REUNION



#### IN TROPICAL HEAT

The Tjimenteng sailed in the old AASAS (Asia-Africa-South America Service), the FEAS (Far East-Africa Service), the MIAS (Malaya-Indonesia-Australia Service) and the JHSIS (Japan-Hong Kong-Singapore-Indonesia Service).

Voyage 26 was from Japan via the Philippines, Tarakan and Honolulu to Columbia and Venezuela. Immediately after that, the ship sailed in the Southern Service from South America to Australia. Marine Superintendent Versteeg recollects that it took 19 days to sail from Durban to Adelaide, and that he once waited aboard Tjimenteng for 10 days because of congestion in the latter port – nearly a month without a foot on dry land!

Voyage 39 was a memorable journey from Buenos Aires up to Cuba to load a full cargo of sugar, and then through

the Panama Canal via Honolulu to Japan (see picture).

In more recent years the ship has plied the ASAS and the Extended EAFS routes and has made many voyages in 'Extra Employ'. She is one of the few R.I.L. ships to have squeezed into the small basin of Pointe de Galets, port of the island of Réunion in the Indian Ocean. The photograph taken by Captain F.W. Bismeyer in December, 1960 shows what a tight fit it was!

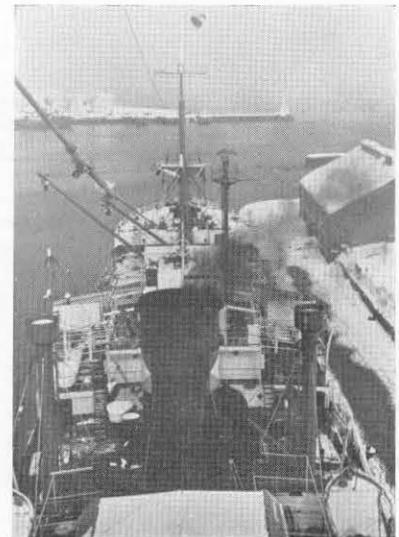
Tjimenteng's very last voyage – No. 59 – was in the CHIWAS. This, her first-ever call on the West African coast, was a fitting conclusion to her multifarious Company history.

On November 23rd, the vessel was delivered in Yokohama to her new Greek owners. May she sail the seas for many years to come.



IN FOG

The ship was lucky to have Bo'sun Ho Woon To (何煥圖) on board for a time, to take the photos on this page.



IN SNOW



## LABOUR IN VAIN

When the news came round that the old Tjimenteng was to be sold, we immediately recollected that our retiring Marine Superintendent, Mr H. Egberink, had once been in command, and we hastily went to recapture his memories before he left Head Office.

When Tjimenteng was mentioned, a smile crossed Mr Egberink's face: "Yes, I once was Captain of that ship . . . ." "And I was your Chief Officer" chimed in his successor, Mr J. Versteeg. The two gentlemen looked at each other across the desk and, with mutual amusement and equally long memories, recalled the details of a not uneventful voyage:

In 1952 m.v. Tjimenteng (6,904 G.R.T.) had sailed in the M.I.A.S. (Malaya - Indonesia - Australia Service) from Indonesia to Hong Kong in ballast. On arrival at Hong Kong on 25th May, Captain Egberink, in command, was immediately faced with difficulties. A typhoon was passing, some 50 miles to the south, and only five out of the ship's six cylinders were at his disposal. It was a wild dark night and at that time the Tjimenteng had no bow-stoppers. Because of the gale force wind the ship veered from some 180° and every time the buoy chain tightened the brakes of the windlass slipped, so that the chain had to be secured by a spring wire; when that broke a 4" tow-wire was thought to be adequate. Even that failed,

and in the end, part of the anchor chain was used. It was indeed a difficult night . . . .

The ship then sailed to Singapore and Penang where she was to load rice for E. Africa. Upon leaving Penang, again something went wrong in the engine room and the ship had to do with one cylinder less; that meant that it had to be kept going, because it was doubtful if the engine, once stopped, could immediately be restarted. No pilot was taken, and whilst the ship was riding the tide and heading in the right direction, the anchor was weighed and the engine telegraph was put on "Full Speed Ahead."

It was unfortunate that as the ship was entering Singapore Outer Roads an outgoing vessel was encountered and the engines had of necessity to be cut! With two anchors and all chain out, the ship was stopped.

That was the end of this very short voyage and the Tjimenteng was laid up for over a month in Singapore. The cargo of rice was transferred, partly to m.v. Ruys and partly to s.s. Tasman. Captain Egberink took command of s.s. Tasman and after all delivered the cargo of rice safe to its destination.

It is a matter of record that two bow-stoppers were fitted to the Tjimenteng immediately afterwards.

### TEN YEARS AGO

#### COMMISSIONING OF THE M.V. STRAAT BALI

*Our newest ship is expected to undergo her technical trials at the beginning of December and, all being well, she will be handed over at the end of December 1953.*

*It will interest our readers to know the details of her Captain and Officers, who are as follows:—*

Capt.	J.E. Bast	Ch. Eng.	J. Damstra
Ch. Off.	Ch. de Leeuw	2nd Eng.	J.P. du Bois
2nd Off.	H.v. Putten	3rd Eng.	G.J.C. Bevelander
3rd Off.	S.G. Vriend	Elec.	J.W. Ruck
4th Off.	E. Pels	4th Eng.	A.J.A.A. ter Ellen
4th Off.	F.A.J.v.d. Kolk	5th Eng.	H. Bennis
		5th Eng.	N.M. Melieste
		Appr.	E.W. Nengerman
			J. Schilt

## LOUD ROEST

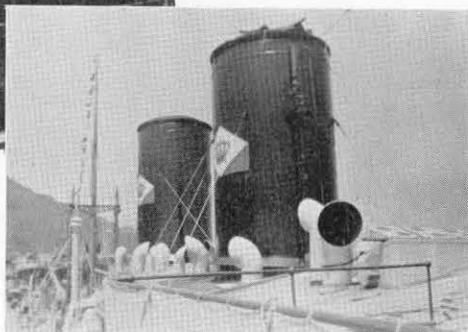
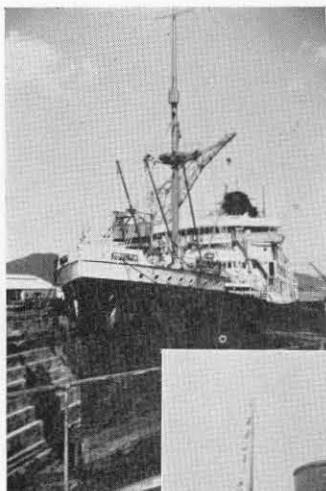
We have received a very complete report in Dutch of the Reunion held on 7th September at Noordwijk aan Zee, but for reasons of space are unable to print it in full. If, however, any readers wish to have a copy, we will gladly send them one on demand to the Editor.

Mr van Osselen has now been appointed Chairman in place of Mr De Meester, who for so many years has taken a keen interest and given much help to the affairs of the Association. When presenting Mr De Meester with a parting-gift of a Chinese magnifying glass, Mr van Osselen thanked him in warm terms for all he had done.

Mr P. van Vliet, one-time Editor of *R.I.L. Post*, has taken on the duties of Secretary/Treasurer from Captain P.A. Vergroesen, who has served in this capacity since over a year ago, when he stepped nobly into the breach on the sudden death of Captain Burger. Because of his health, Captain Vergroesen is looking forward to taking things a bit easier.

Mr van Vliet's address is:—

Johan van Oldenbarneveltlaan 36,  
The Hague,  
Netherlands.



S.S. NIEUW HOLLAND

## CROWN AND FUNNEL

*Once again we turn the leaves of an old album . . . . .*



M.V. RUYS

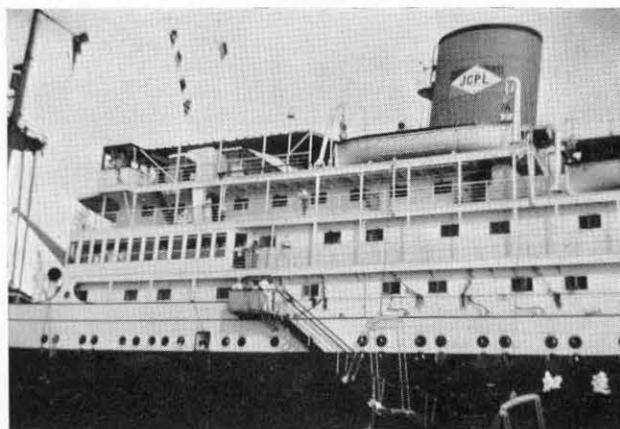
Dear Editor,

*It is always with very much interest, that I read your R.I.L.-Post and so far there was never any reason of stating this.*

*However due to your September number I might have the clue to your question whether the s.s. Nieuw Holland was the first R.I.L. ship to "sail" from Hong Kong as my good friend Mr Kummer thinks. I was one of the officers (appr. purser), who stayed on board s.s. Nieuw Holland during the complete reconstruction at Taifoo Dockyard in 1948 (March 19 - October 17) and in my photo-album I have a picture of the m.v. Ruys, which ship sailed in August 1948 as the first "black ship with the Crown" from Hong Kong. I don't know, whether the s.s. Tasman left the home-port before that, but I doubt it very much as I was rather keen on those things during my stay in Hong Kong.*

*As far as painting of the crown is concerned, it might be, that the s.s. Nieuw Holland was the first one to show the crown in the funnel, as she could be used as a test case, after all she had two funnels too and there would be a possibility of comparing. On August 31st, 1948, Queen Wilhelmina's birthday, the s.s. Nieuw Holland, according to my album as well, had the crowns in funnels, but the hull was still grey (troop-carrier).*

*Another photo of my collection (always made by my fellow-officers!) shows the m.v. Tjitjalengka in May 1948 with a yellow funnel (KPM-colours) with the letters JCPL in the "postzegel" (postage stamp), which gave quite a bit of talk in those days.*

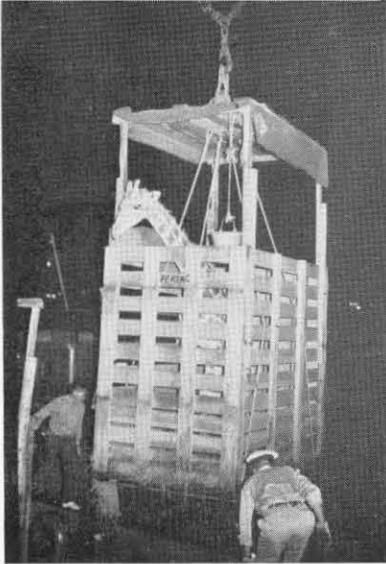


M.V. TJITJALENGKA

*Maybe with these months (May and August) you can find out, which ship was the very first one, as I remember as well the fitting of the crown on the funnel of the old s.s. Tjibesar.*

*Wishing you further success with your highly appreciated magazine, I remain,*

*(Signed) A.L. VAN GRIETHUIZEN.*



... off to a warm winter.



## SHIPBOARD ZOO



... a fine gloss to their feathers.

When s.s. Tjikampek loaded what amounted to a small zoo in Mombasa, it seemed as though this was to be a fairly routine assignment for an R.I.L. vessel. In the event, however, the voyage turned out to be no routine affair.

To begin with, one of the Ostriches fell sick, always a possibility with these delicate birds out of their own environment. When Captain H. Pronk also fell sick, there was a suggestion at first that there might be a connection between the two illnesses. Fortunately, radioed advice from the medical authorities in Holland established that this could not be the case, but still the Captain was too sick to continue his journey. An emergency call was made at Colombo, where he was taken to hospital, and we are happy to say that he was fit enough shortly afterwards to continue to Holland on his planned Home Leave.

Meanwhile, on board Tjikampek, R.I.L.'s usual care for passengers was being given to the animals - 2 Ant-eaters, 2 Lynx, 2 Jackals, 1 Hyena, 6 Ostriches, 5 Zebras, 3 Giraffes and 1 Rhinoceros - all snugly crated and firmly fastened on the portside after-deck (against the anticipated cold north-east Monsoon winds in the China Seas).

It was obvious that all was not well with the Ostriches and veterinary advice was sought in Colombo.

When a diagnosis of vitamin deficiency was pronounced,

Chief Officer J. Schoutrop rolled up his sleeves and prepared to give each bird two injections a day, under the watchful eye of Third Officer F.J. André who had the special care of all the animals. One Ostrich did succumb, but the other five flourished under the attention lavished on them, and additional pills prescribed in Singapore finally gave a fine gloss to their feathers.

Two of the Giraffes were destined for Peking Zoo, but as chilly Autumn approached, authorities there decided that a sea voyage in northern latitudes should not be attempted by tropical animals. A somewhat entertaining exchange of cables followed relative to the height of the Giraffes, the height of railway tunnels, and the exact situation of the zoo. Finally the two animals were delivered in Hong Kong for wintering in the warmer climate near Canton.

Two Zebras destined for Saigon also had a brief run ashore in Hong Kong, but because of quarantine regulations were swiftly whisked on to the V.N.S. ship Sinoutskerk for a joy-ride to Japan before final embarkation for Saigon.

Meanwhile the Tjikampek sailed on her way. Acting Captain G. van Altena (who took over from Captain Pronk) handed over in his turn to Captain G.P. Proper in Hong Kong, and the remaining animals were safely delivered in Japan.

Destined for Saigon.



... firmly fastened



and snugly crated ...





Starting up the hill from Windy Gap.



Striding round the corner to Island Road.



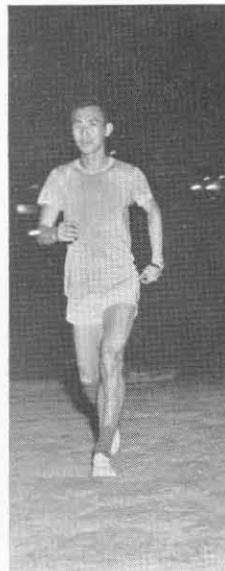
The girls set their own pace as they start out from Ty Tam Reservoir.

## WHEN THE SAINTS GO MARCHING IN . . . .

All Saints' Day (November 1st) turned out to be comparatively cool in Hong Kong this year. It is certain, however, that the thirty-four participants in this year's Walkathon were far from cool as they toiled up the last gruelling 1½-mile-long hill to the finish at Mr Reyneker's house at Black's Link!

For the fourth year in succession, Head Office won Mr Veltman's Challenge Cup, but it was a near thing: all three first places were won by M.H. Head Office won the next three and also the deciding seventh place.

Our condolences to the four men



First out of the darkness into the bright lights and the winning-post.

who took the wrong road, and congratulations to all the sporting people who took part.

### WINNERS

#### Ladies

1. Miss Helen Kwan ..... (HO — FB)
2. Miss Luk Hor King ... (HO — FB)
3. Miss Betsy Law ..... (M.H.)

#### Gentlemen

1. Fung Shui Man ..... (M.H.)
2. Cheng Ching Wan ..... (M.H.)
3. Lam Chi Kwong ..... (M.H.)



Messrs Cheng Ching Wan, Fung Shui Man and Lam Chi Kwong eye the awards to come.



Mrs Terwogt presents a shield to the Winning lady.



C.D., as always, rises to the occasion with refreshment for all.

# FETCH AN

## FREE TRADE

An old-fashioned trader called Charter  
 Did all of his business by barter;  
 Three packets of pins  
 For ten crocodile skins,  
 And pro rata, Pro Rata, PRO RATA.

WHITE ELEPHANT — 1937 Armstrong 27 h.p., new tyres and batteries, good upholstery and engine; taxed. Would exchange for small pile of dirty old £1 notes. Suggestions as to size of pile to Box . . . .

Seen in The London Times.

## HONG KONG SHIPPING ORDER

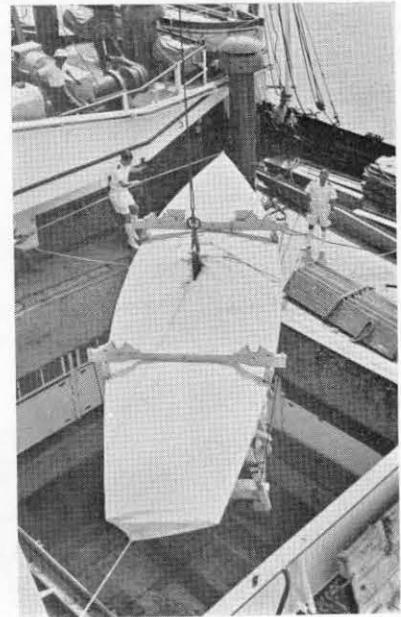
To the Commanding Officer of <sup>m.v.</sup> "Tjitjalengka"  
s.s.

Please receive on board:

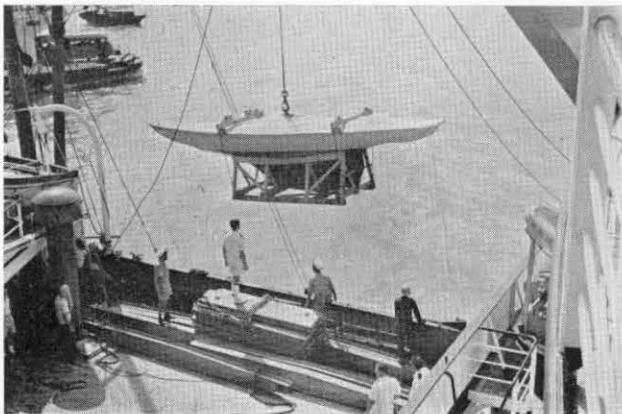
From Messrs D.A.C.T. Hancock

for Yokohama the undermentioned goods and sign attached Mate's Receipt upon completion of loading:

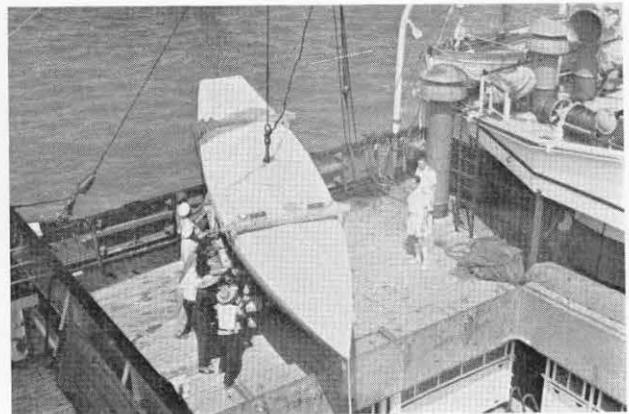
Marks	Numbers	Description of goods
—	1	Yacht, racing, Dragon, "Moonbeam"



2. Will it go in the hold? No—just not enough room.



1. Already securely fastened in a 'cradle', the hull is swung up out of the lighter.

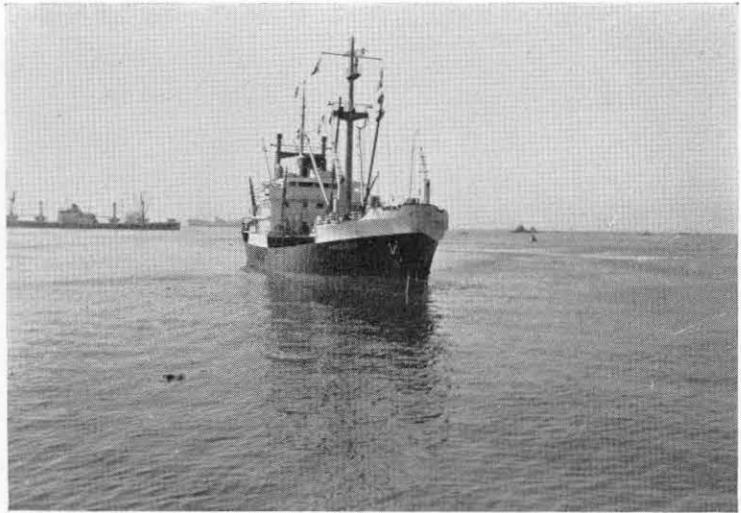


3. Never mind—swing it round and we will stow on deck.

# D CARRY

Nowadays we dispense with bartering, but still the variety of cargoes seems unlimited. From old-fashioned sails to new-fashioned atomic energy, the ships in our employ take care of everything.

1



1. In the calm morning of October 4th, mv. "Van Cloon" sailed peacefully into Manila Bay — nothing unusual about her appearance.

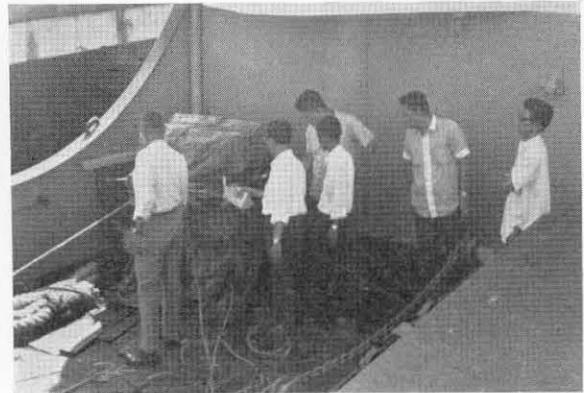
## A SURPRISING CARGO

2. Why there were so many people about, and what was that strange instrument on the quay-side?



2

3. On board was a solid-looking piece of cargo, firmly secured, and covered with canvas. The instrument was held closer.



3

4. The canvas was off and the mystery was solved. It was one of two cases of radio-active cobalt (each weighing  $2\frac{1}{2}$  tons), consigned from Sydney to the Philippine Atomic Energy Commission for use in their Atomic Reactor in Diliman, Quezon City.

Of course Captain Meyer had to have a go with the geiger-counter, although the P.A.E.C. scientists assured him that such tests were

merely an extra safety measure, since the case was sealed off in compliance with international rules.

5. Anyway, you can't be too careful, and it was something of a relief when the first case was safely lowered into the waiting truck.

*(Story and pictures from Mr J. van den Broek—Manila)*



4



5

# SPRAY

## Fastest Fleet in the World

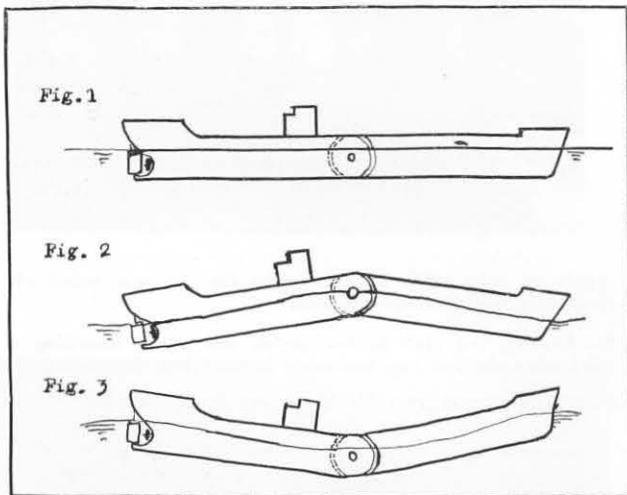
A recent survey made in Holland shows that the Dutch merchant fleet in 1962 had an average speed of 14.3 knots, making it the fastest fleet in the world during that year, when the world average was 12.8 knots. The average age of all Dutch vessels over 1,000 tons was 9.6 years.

## A Ship that Bends

The Japanese Transportation Ministry has initiated studies on a unique new concept in ship construction—the pin joint ship.

While longitudinal strength has always been a very important factor in hull construction, it now has taken on additional importance with the increase in the size of oil tankers and ore carriers being built. These large-sized and the newer mammoth-sized ships must withstand much greater pressures on their hulls.

It is to meet this new problem that the concept of the “pin joint” has been evolved by which the fore and aft parts of a ship will be hinged together with pins. The basic idea is that by hinging the two sections together at mid-ship, the separate parts will have independent pitching movement, thus greatly reducing the resistance of the ship's hull to the motion of the waves.



The pin joint concept is without precedent with regard to the building techniques of a conventional ship. Experiments have been initiated at the Yokohama National University, using a 3-meter and a 5-meter model, to test the efficiency and the longitudinal strength of these unique ships.

## Submarine-type Lifeboat

The German engineer, Gustav Kuhr, has designed a new closed, plastic lifeboat, according to the same principles

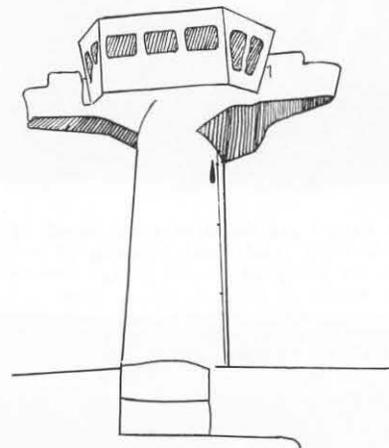
used in building submarines: the shipwrecked climb into the lifeboats while still aboard their ship. The lifeboat is then locked from the inside. It can be entered even if seas are stormy or if the boat lists. As with all lifeboats, the new boats can be lowered down into the water head first; this shakes up the passengers somewhat, but they otherwise do not suffer and no danger is involved. A “ballast rotary system” automatically takes care that the boat always returns to the horizontal. This system is designed to function even if the boat is caught in the strong pull of a sinking ship.

The boats are built in different sizes to hold from 45 to 120 persons. The plastic keel of each is reinforced with an iron rim that runs throughout the whole boat. Bulkheads work as stabilisers and the outer covering is double-walled—even triple-walled at the bilge. The lifeboat has a 16 h.p. diesel motor.

Since 1960, Herr Kuhr has built 16 of his new lifeboats for a Copenhagen shipyard, and 28 will soon be delivered to a shipyard in Gothenburg.

## Ship with Control Tower

The 85,000 deadweight tons oil-tanker *Borgsten*, recently launched in England, has not been fitted with a conven-



tional bridge. Instead, she will have a five-storey, streamlined tower resembling an airport control tower. It will be equipped with a lift and will be 75 feet above the loaded water line. From the navigating room alleyway and wings, the navigating officers will command a view comparable with that available from the high forward navigating bridge of a conventional tanker—but with the added advantage of an entirely unobstructed all-round view of the horizon.



## SURVIVAL AT SEA

All R.I.L. ships are fitted with lifeboats (or life rafts, as on Tjitjalengka – see June 1962 issue), which are fully equipped with every aid to survival. It is hoped that there never will be occasion to use the lifeboats, but if an emergency should ever arise, it will not find R.I.L. officers wanting.

All deck officers, of course, are fully-trained in boat-handling. Many engineer officers, also, now complete the Lifeboatman-Course. At the S.M.N. Wharves in Amsterdam, Bosun Wybenga of Messrs S.M.N. has trained

nearly 90 R.I.L. engineer officers to date, and it is hoped that eventually they will all have earned their certificate.

During the Course, officers learn how to lower a lifeboat, how to give the necessary orders, how to take a simple compass reading and every use of the lifeboat's equipment.

This photograph of the early September course shows some of R.I.L.'s engineer officers "sitting" for their examination. It would appear that Chief Engineer J. van Boven is being "taken for a ride!"

## SPRAY *(continued)*

### Fresh Milk from Ship's Herd

A complete dairy with all the equipment for producing the ship's own supplies of milk and butter will be installed in the new Blue Funnel cargo-passenger liner Centaur, launched recently in Scotland.

The 8,000 ton liner is a highly specialised vessel with accommodation for 200 passengers, 4,500 sheep, 50 dairy cattle, and refrigerated and general cargo. In addition to her own dairy, the ship is to have a complete system of feeding and watering the live-stock, which is designed to permit rapid change-over from sheep to cattle.

The Centaur will eventually make regular sailings between Malaya and West Australia, but before this she will make a two-months' voyage to the Far East as an Australia Trade Mission ship, leaving Sydney in March.

### A Two-Way Cut

A Hamburg shipyard is converting a tanker, not only by a vertical cut in the middle to extend the length, but also by a horizontal cut to increase the height. First the tanker was cut in the middle and the midship superstructure separated from the forepart. After increasing the depth of the hull, the superstructure was fitted on again. The same procedure was applied to the after section.

In the meantime, the midship section is being built on the slipways to be joined to the fore and after parts. The carrying capacity will be increased from 35,550 to 49,800 tons, the length from 210 to 234 metres, and the height by 2.9 metres.

A.E.R.

## GOOD RECORD

Snooping around m.v. Tjinegara recently, we came across the following—a testimonial which speaks for itself:—



Voyages  
31B. 32A.

CAPTAIN H. J. STEENBERGEN

AT SEA  
SAT. 17-8-63  
LAT 17° 04' LONG. 146° 04'

To Captain Steenberg, Chief Engineer Doves, and all Officers and personnel of M.V. Tjinegara, we, the undersigned passengers, desire to record our appreciation of the splendid service, courtesy and attention, at all times so generously given by you all.

What to us has been a very happy voyage indeed, is best recognized by our unanimous wish, to be able to make the same trip at some future date.

A. Bellis	M. G. Knight	C. M. Moran
R. Small	Keith	J. Sloan
C. R. Kemp	R. P. de Krom	R. Blal
Franky V. Eagle	P. L. Mac Pomara	[Signature]
Kathleen F. Eagle	L. G. MacNamara	off. T. Muthu
A. Franz	[Signature]	[Signature]
G. Goodfellow	[Signature]	de Jais
B. L. Woodford	[Signature]	Ed. Jais
A. Hutchison	Anders S. Vane	N. B. Hesperen
Mr. Kavanagh	N. B. Hesperen	de Krom

### ISN'T IT STRANGE ?

When the other fellow takes a long time to do something, he's slow. But when I take a long time to complete a job, I'm thorough.

When the other fellow doesn't do it, he's lazy. But when I don't do it, I'm too busy.

When the other fellow goes ahead and does something without being told, he's overstepping his bounds. But when I go ahead and do something without being told, that's initiative.

When the other fellow states his side of the question strongly, he's bull-headed. But when I state my side of the question strongly, I'm being firm.

When the other fellow overlooks a few of the rules of etiquette, he's rude. But when I skip a few of the rules I'm original.

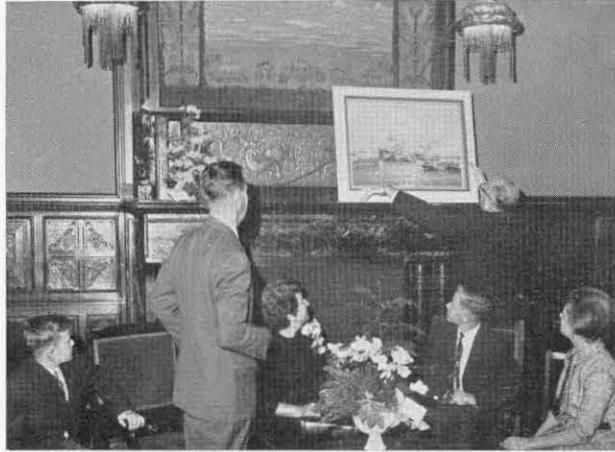
When the other fellow does something which pleases the boss, he's polishing the brass. But when I do something which pleases the boss, now that's co-operation.

When the other fellow gets ahead he sure had the lucky breaks. But when I manage to get a few rungs along the ladder, man! hard work did it.

Strange, isn't it? Or is it?

BOB R. ALDRIDGE (Sydney).

## MR VAN ZUYLEN'S JUBILEE



The Manager of R.I.L.'s Finance & Accounts Department, Mr J. van Zuylen, celebrated his twenty-fifth year of service with the Company on 4th November, whilst he was on Home Leave. In addition to the Amsterdam staff, Mr van Osselen and a great number of seagoing and shore staff on leave were all present in the Amsterdam office to give him their good wishes.

In his opening address, Mr Speelman praised Mr van Zuylen's unabated energy in coping with the many problems he encountered in Hong Kong Head Office, saying that in earlier years at the old office, he had put in very long hours to establish the new administration on

a firm footing. Mr Speelman then presented him with a maritime oilpainting.

Mr van Osselen followed with thanks from the R.I.L. Sportsclub for all Mr van Zuylen had done for the football team, first as a very active player and latterly as an ardent supporter and keen promoter.

In his reply Mr van Zuylen said that the quarter-century had passed very quickly. He had always appreciated the good spirit of cooperation in the Java-Lijn/R.I.L. and hoped to continue to work in that pleasant atmosphere for a good many years to come.

## TWO CREWS FLY TO HOLLAND

The charter plane which left Kai Tak, Hong Kong, for Amsterdam on 13th November was not big enough to hold the entire crews travelling to the new ships Straat Franklin and Straat Freetown. A few flew on the regular flight the night before, but 79 altogether left just after 8 o'clock in the morning, together with 5 officers, two of whom were designated for m.v. Straat Freetown.



↑ m.v. STRAAT FREETOWN CREW  
m.v. STRAAT FRANKLIN CREW ↓





# COMPANY

## “DOUBLE BANKING” AT DURBAN

It is very unusual in Durban to see two big ocean-going vessels berthed alongside each other. However, back in October there was a three-days' waiting delay, and in order to circumvent this, m.v. Tjipanas (CHIWAS) came up alongside m.v. Straat Mozambique (ASAS), after she had loaded 500 tons bulk pig-iron at the Bluff coaling station. 120 long-tons of Durban cargo were discharged into the Straat Mozambique from Tjipanas and the latter ship sailed on the same day on which she arrived.

In this photograph from Mr A.J. Dijkstra (Durban), the two vessels can be seen lying behind m.v. Straat Clement (ESAAS). On the right, the bow of m.v. Steenkerk (Holland-Afrika Lijn) completes a foursome of Dutch ships.

## PERSONALITIES

**Mr W.M. de Haan**, Managing Director, left Hong Kong on the 2nd November for an extensive business trip through Africa before proceeding to Amsterdam.

**Mr J.C. Zwan**, Onderdirecteur, left Hong Kong on the 22nd November on Home Leave.

**Mr J. van Zuylen**, Manager of the Finance & Accounts Department, returned to Hong Kong from Home Leave, and a short business trip to Colombo, on the 20th November.

**Mr G.M. Pliester**, Manager of the Passage Department, left Hong Kong at the end of November for a week's business trip to Malaysia.

## MATCH POINT

Congratulations to Messrs G.M. Pliester (Manager, Passage Dept.) and K.D. Lie (HK HO ND), who were runners-up in the recent Inter-Hong Tennis Championship in Hong Kong recently. Representing Royal Inter-ocean Lines, they fought their way through five rounds to reach the final. It is very many years since R.I.L. achieved such a result in this competition.

## STAMP COLLECTORS AHoy!



*More Ships from Mr Albert Chiu (HK HO VZ)*

## NIGERIA

In 1953, Nigeria issued a set of stamps based on the sketches by the French artist, M.M. Fievet, well known for his paintings of West Africa. M. Fievet made quite a few sketches of ships for this set of stamps and the palms of enormous size in the background seem to be his 'trade-mark'.

The ½d. stamp depicts the old Manilla currency with a naval brigantine and two other vessels in the background. The 1s. stamp shows the fore-part of a freighter loading logs, one of the principal exports of Nigeria. The 2s. 6d. stamp illustrates Victoria Harbour with its busy traffic. The 5s. stamp shows lighters carrying palm oil in drums to a motor vessel in the distance. The £1 stamp contrasts old and new Lagos, with ocean-going motor-ships replacing old trading barques.



# LOG BOOK

## IKEBANA

Learning the traditional Japanese art of flower arrangement (Ikebana) is as popular as ever among passengers travelling in the AJHAS. Here, on board m.v. Tjiwangi, is Mrs Sato at the commencement of a class.



## CAPTAIN CASTS OFF



When Captain H.A. Scheybeler handed over the command of m.v. Ruys recently, officers and crew alike were happy to wish him a speedy return to Holland and a very pleasant Home Leave.

## R.I.L. ACTIVITIES

The charter ships **Irish Larch** and **Rochab** were redelivered to their owners, the former at Santos on 30th October, and the latter at Cape Town on 9th November.

m.v. **Sibigo** called at Balikpapan in November where she loaded paraffin wax for Australia and New Zealand. She was followed by m.v. **Roggeveen** which loaded paraffin wax for Manila and Hong Kong.

On completion of her present voyage from Australia to the Far East, m.v. **Roggeveen** will sail in extra AJHAS freight employ in December, during the time m.v. Tjiwangi is in dock at Hong Kong. The vessel will then load in Australia in January for Kota Baru and Sabah ports.

All vessel in the **CHIWAS** will henceforth call at Luanda and omit Lobito on each west-bound voyage.

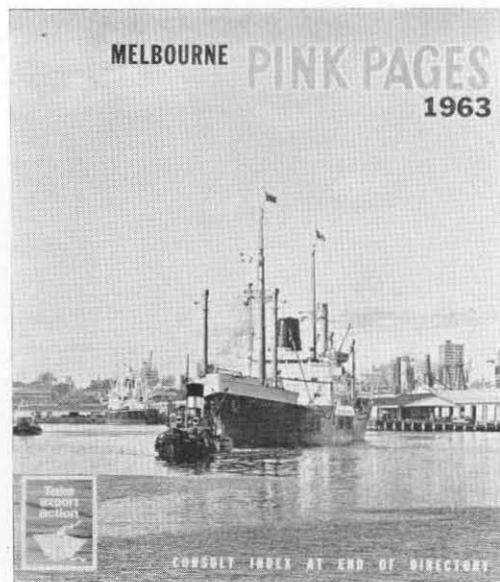
## IN THE PINK

What is perhaps a unique opportunity of free advertising has been given to R.I.L. in Melbourne by the Postmaster General's Department.

Apparently each of Melbourne's 700,000 telephone subscribers obtains, free, a copy of the Telephone Directory and also a copy of the so-called Pink Pages, a classified Directory for easy reference.

Some years ago the Postmaster General's Department decided to try to brighten up this usually dreary publication by showing on the outside cover an attractive picture.

What better this year than one of the ships in our employ? Here she is—the m.v. Van Der Hagen in the Victoria Dock swinging basin. The theme of the picture is to promote Australia's exports (a popular slogan being sponsored by the Department of Trade).





## SHIPS OF THE WEEK

These photographs were taken on 10th October at Hilversum, when recordings were made of the broadcasts to m.v. Ruys as Eastship and m.v. Tjiliwong (top) as Westship.

## PERSONNEL *(Continued)*

### PROMOTIONS



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

Mr E.E.R. Anthonijsz	retroactive per	27.8.63
„ H.R. Bos	„ „	10.9.63
„ L.W. Joziasse	„ „	30.8.63
„ R.G. Koopmans	„ „	11.9.63
„ N.v.d. Meyden	„ „	2.9.63
„ W.V.A. Montijn	„ „	12.9.63
„ J. Pleizier	„ „	26.8.63
„ Th.G.F. Reisiger	„ „	21.8.63
„ G. de Vries	„ „	17.8.63
„ J. de Vries	„ „	17.8.63



### LEAVING (OR LEFT) SERVICE



Mr Th.J. Bant	Ch. Officer (temp. serv.)	end of contract
„ H.v. Dorland	2nd „	own request
„ W.v. Daalen	3rd „	„ „
„ B. PETERS	2nd Engineer	„ „



What on *earth* are you doing, Jansen? !!

# PERSONNEL



## NEW PERSONNEL

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

Mr J.J.A.B. Tollenaar	5th Engineer
„ J. Hemrika	Appr. „
„ L.G.A.J.v. Hulst	„ „
„ P.E. Rabé	Employé

## SUCCESSFUL EXAMINATIONS

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

Mr E.E.R. Anthonijsz	5th Engineer	VD	27. 8.63
„ H.R. Bos	„ „	VD	10. 9.63
„ A.C. Hulst	„ „	A	3.10.63
„ L.W. Joziassé	„ „	VD	30. 8.63
„ R.G. Koopmans	„ „	ASW	11. 9.63
„ N.v.d. Meyden	„ „	VD	2. 9.63
„ W.V.A. Montijn	„ „	ASW	12. 9.63
„ J. Pleizier	„ „	VD	26. 8.63
„ Th.G.F. Reisinger	„ „	VD	21. 8.63
„ P. van Twist	„ „	A	27. 9.63
„ G. de Vries	„ „	VD	17. 8.63
„ J. de Vries	„ „	VD	17. 8.63

## LEAVE

The following personnel went on leave:

Mr H.K.M. Schot	Chief Officer
„ R.Th.F. Brouwer	2nd „
„ J. Haitma	„ „
„ H.L. Brandes	3rd „
„ M.H. Rob	„ „
„ J. Veeneman	„ „
„ D.F. van Woerdekom	„ „
„ H. van Bessem	4th „
„ R.H.M. Teulings	„ „
„ C.H.A. den Boogert	2nd Engineer
„ H. van Brussel	„ „
„ H.C. Smeenk	„ „
„ C.J. van Donk	3rd „
„ L. Swier	„ „
„ W.M.J. Akkerman	4th „
„ B. Klijnstra	„ „
„ A. Verhoeff	„ „
„ R. Bouckaert	5th „
„ W.C. Geisdörfer	„ „
„ F.J. de Gram	„ „
„ J.J. Koeman	„ „
„ J. Niehof	„ „
„ J.W.H. Weissink	Employé

Those who returned are:

Mr H.K. Labrie	2nd Officer	posted to	s.s. Tjipondok
„ B. Vogel	3rd „	„ „	„ „
„ W. Verbaan	„ „	m.v. Straat Torres	„ „
„ G.G. Peek	2nd Engineer	„ Straat Rio	„ „
„ P.M.E. Bogers	5th „	„ Tjipanas	„ „
„ R. Hartjes	„ „	„ „	„ „
„ J.J.G. Rijnders	„ „	„ Straat Banka	„ „
„ P. van Twist	„ „	„ Straat Cook	„ „
„ R.G. Visser	„ „	„ Straat Torres	„ „
„ J.v.d. Wal	„ „	„ Straat Soenda	„ „

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain J. Jacobs, Master of m.v. Tjiluwah, went on home leave.  
 Captain S. Jochems, Master of m.v. Straat Bali, was posted to m.v. Tjiluwah.  
 Captain D. Kuiken was posted to m.v. Straat Bali following his posting to HK HO ND.  
 Captain C. Baak, Master of m.v. Straat Malakka, went on home leave prior to his retirement.  
 Captain H. Muys was posted to m.v. Straat Malakka following home leave.  
 Captain H. Pronk, Master of s.s. Tjikampek, went on sick leave prior to home leave.  
 Chief Officer G. van Altena, ex HK HO ND, was temporarily posted to s.s. Tjikampek as acting Captain and reposted to HK HO ND.  
 Captain G.P. Proper was posted to s.s. Tjikampek following intermediate leave.  
 Captain L.P. Weststrate, Master of m.v. Tjipanas, went on home leave.  
 Chief Officer B. den Hoed was posted to m.v. Tjipanas as acting Captain following intermediate leave.  
 Captain Th.G. Weemaes, Master of m.v. Straat Cumberland, went on intermediate leave.  
 Captain (temporary service) D. Visser was posted to m.v. Straat Cumberland.  
 Acting Chief Engineer C.J.J. Willemsen of s.s. Tjikampek terminated his contract of employment.  
 Chief Engineer H.B. Visser was posted to s.s. Tjikampek following home leave.  
 Chief Engineer (temporary service) A. Nieberg of m.v. Tjimenteng terminated his contract of employment.  
 Chief Engineer J. Birza was reposted to m.v. Straat Clement following intermediate leave.  
 Chief Engineer A.P.C. Reynhoudt of m.v. Straat Clement went on home leave.

## TRANSFERS OF SHORE STAFF

Mr A.N. Bouvy, Chef van Dienst, was transferred from Kobe to Buenos Aires via home leave.  
 Mr E.A. Postuma, H. Employé, was transferred from HK HO to Buenos Aires.

## SHORE LINES

On the back cover is a photograph of a place well-known to many R.I.L.-ers. If you think you can recognize it, please write to the Editor, heading your entry "Shore Lines - December". The reader who names the place correctly will be given a prize. *Shore staff of the area concerned may not enter.*

If more than one correct solution is received, lots will be drawn to decide the winner.

Each reader may send *One Entry Only*, which must reach the Editor by January 15th. The winner will be announced in the February issue.

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A LANDLUBBER'S LEXICON

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**"Granny Knot"**

A reef knot crossed the wrong way, which cannot be untied when it is jammed.



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**SHORE LINES :**

(see inside back cover)

