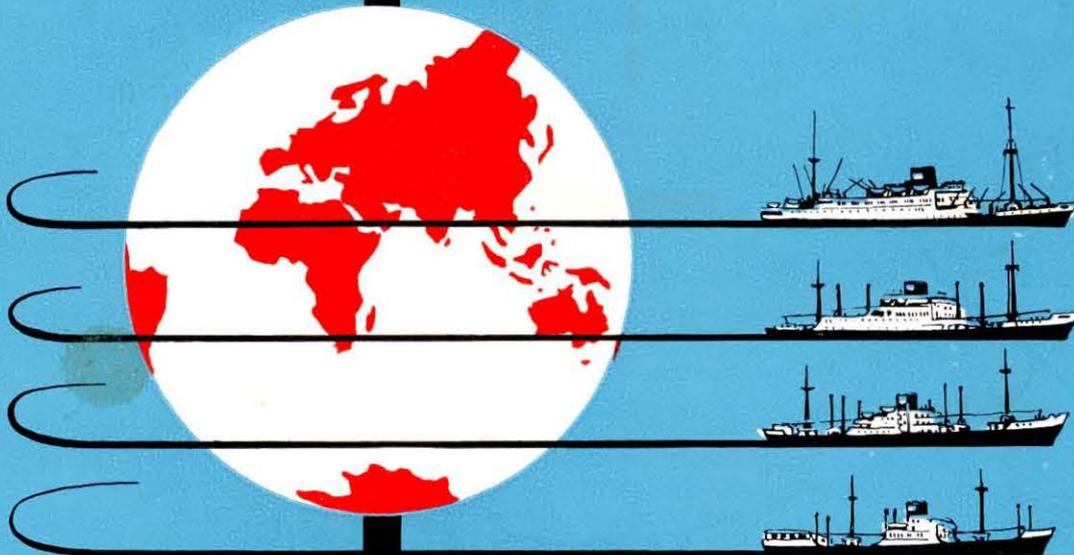




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

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MAY 1965
VOL. XII. NO. 5



R.I.L. Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTER OCEAN LINES

P. O. BOX 725

HONG KONG

PARTNERSHIP

He: "She's young, beautiful, fast,
and . . ."

She: "Who, dear?"

He: "STRAAT FUTAMI, of course

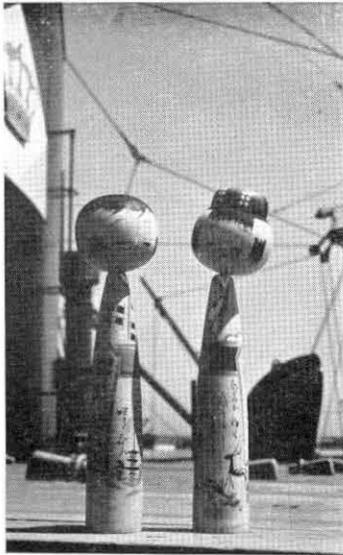


Photo: P.F.M. Starmans

Mr Masahiro (son of Mr Yoshioka
— Nagoya) poses at Futami-ga-Ura.



ROYAL ENGAGEMENT

Netherlanders rejoiced when the engagement was announced on 10th March of H.R.H. Princess Margriet of the Netherlands to Mr P. van Vollenhoven.

Seafarers took particular interest in this news, for Princess Margriet, now 22 years old, is the godchild of the Netherlands Merchant Navy. As Prime Minister Marijnen said: "Your birth lightened the dark years of the war Your life is so much interwoven with ours that your happiness is our happiness"



Photo: Max Koot

From the Editor

HIGHLIGHTS

The R.I.L. News this month is full of excitement — even drama: a brand-new ship goes down the slipway (see opposite and centre pages); a burning ship is towed to port (page 84); a crew is rescued from a stranded freighter (page 85); and an almost unknown island is visited (pages 86/7).

THEY PACKED THEIR TRUNKS

Readers who recall the November 1961 edition of R.I.L. Post will remember the very large **Circo Brasil** which was carried on board Straat Johore from Colombo to Singapore and on board Straat Banka from Singapore to Hong Kong in the September. Others may remember the very cold winter which followed in Hong Kong and the pathetic death of many animals at Tsuen Wan. Now a sadly-depleted circus has gone back to Brazil on another R.I.L. Ship — see page 89.

NEW CORRESPONDENT

This month we welcome Mr G. M. Forsyth (Durban) as Area Correspondent for Africa in place of Mr P. E. Rabé (now in Johannesburg). Our sincere thanks go to Mr Rabé for all his help over the past eight months.



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

“THERE SHE GOES!”



R.I.L.'s newest ship, Straat Futami, glides gently down Hitachi's slipway into the Ajigawa, Osaka, accompanied by live pigeons, gas-filled balloons, coloured 'snow', streamers, and coloured tapes, as the enormous Kusudama (the coloured ball suspended from the bow) opens up to wish the new ship safety, good luck and prosperity. (see centre pages for full report)

LISTING—BUT SHE MADE IT

Fire-ravaged ship towed by Van Cloon

The Swedish freighter Lake Ontario left Brisbane on February 27th with a cargo of general goods and several thousand tons of refrigerated meat for Canada and the States.

On 1st March, following an engine explosion, the ship was on fire in the engineroom, midships, and in the radio room.

As Van Cloon was steaming along towards Sydney from Fiji in a position of about 25° S, 168° E, she received an SOS signal about 1630, via m.v. Polynesie, from Lake Ontario, and the Master, Captain J. Maan, immediately altered course towards her position (about 26° S, 166° E).

At 2.30 in the morning, radar contact was made, and shortly afterwards two red parachute distress signals were seen. Van Cloon stood by, rolling and pitching, till dawn, when the smoking Lake Ontario was seen, listing heavily to port. The seas were then too rough to transfer any people.

At about 5 o'clock, the two ships prepared for a long tow. Because Lake Ontario had no electric power, it was not possible to disconnect the port anchor, and preparations were made to connect Van Cloon's towing wire to the anchor shackle, thereafter paying out anchor and chain. Van Cloon manoeuvred slowly round the stern of the Swedish ship and came as close as possible alongside the starboard foreship.

At 9.15 a rocket was fired by the Chief Officer with a Schermuller Pistol from Van Cloon's aftership, which dragged a thin line right across Lake Ontario's midships. The line was attached to a nylon hawser, which in turn was fastened to Lake Ontario's towing wire. Van Cloon then heaved in all three and attached the wire to their own towing wire. After paying the latter out slowly from Van Cloon, Lake Ontario let go her anchor and slackened away to about 15 fathoms. Altogether there was about 1400 feet between the ships, and at 9.50 they were ready for towing.

As the Lake Ontario was lying broadside to the wind, it was a hard job for Van Cloon to pull her round and to manoeuvre into line. Steering on the Lake Ontario had to be done with the emergency steering gear and orders given to the helmsman through several intermediaries.

It was decided to make for Brisbane, the nearest port, especially as there were repeated cyclone warnings. At 11.15 the two ships were on their way.

The next four days were hard work for all concerned. Lake Ontario continued to fight the fire with the small motor pump at her disposal. It seemed at one time as if R.I.L.'s Tjiwangi would also be diverted to give medical assistance to a badly-burned crew member on 4th March, but the Australian Navy was able to assist instead.

On 3rd March, 3 women, 2 men and a child were transferred to Van Cloon; they wore only the garments in which they were dressed at the time of the explosion, and Van Cloon was hard put to it to find suitable clothes for them. However, through the kindness of Miss R. Wittman, a passenger, the ladies were supplied with the essentials and the Second Officer produced a romper suit for the child.



By kind permission of The Courier Mail, Brisbane.



S.O.S.

Freighter stranded on reef.

A light wind was blowing on the night of 19th March as Straat Fremantle was sailing towards the Paracel Islands in the South China Sea, on her way to Hong Kong in the Far East-West Africa Service (F.E.W.A.S.). There were a few showers about, but nothing disturbed a peaceful voyage, until at 11.35 p.m. the 'auto-alarm' on the emergency frequency started buzzing from the radio set.

The call was an S.O.S. from the Liberian motorship Delwind which had stranded on the east end of the Bombay Reef.

Captain H.A. Scheybeler immediately switched on to the emergency wave length and made radio contact with the British steamship Benclench which was only three hours steaming from Delwind. Straat Fremantle changed course and at 5.30 a.m. picked up both ships on the radar at a distance of about 20 miles.

With the utmost caution, and maintaining constant VHF communication with Benclench, Straat Fremantle moved slowly to about $\frac{1}{2}$ mile north of Delwind. At 6.45, the latter signalled that the ship was being abandoned, and went off the air. This did not help the subsequent rescue operations.

The sheer side of the Bombay Reef could now clearly be seen on the radar, and at 7.15 Straat Fremantle's portside lifeboat was lowered; using the Fleming gear, the crew propelled it over to the stranded ship. As the lifeboat arrived under the poop of Delwind, their own motorboat with fifteen survivors left for Straat Fremantle and indicated that they preferred to complete the operation themselves.

R.I.L.'s lifeboat returned and was hoisted aboard.

A further 12 survivors arrived and all clambered up the pilot's ladder.

During all this time, Benclench had been trying in vain to start their motorboat and at 9.20 finally succeeded. They started out for Delwind, but broke down when halfway across.

(Continued from opposite page)

Heavy rolling in the southerly swell and the increasing list of the Lake Ontario made steering very hard and she yawed considerably. During the last 10 miles, with a shortened tow, she became almost unmanageable. Just off Cape Moreton, on 7th March, two waiting tugs took over and towed her in to Coloundra in the Brisbane River.

During the whole 850 miles, Van Cloon's wireless operator



Straat Fremantle's boat approaching; Delwind's boat going back.

Delwind's motorboat returned for the last survivors, but also broke down and was in danger of capsizing on the reef. Again R.I.L.'s lifeboat was lowered, and in the nick of time managed to tow Delwind's boat clear and up to Straat Fremantle. The latter had now drifted within $\frac{1}{4}$ mile of the reef. The lifeboat was hoisted in again, but it was too risky to pick up Delwind's boat. The last 13 survivors, therefore, rowed to Benclench's motor boat and in convoy they proceeded back to Benclench.

Just about 10.30 the ships sailed for Hong Kong. Television and press were there to greet the 39 Chinese, Danish Master, Italian Chief Engineer and Scottish Chief Officer of Delwind. What they did not report was the latter's remark as, very exhausted, he climbed aboard Straat Fremantle: "Well, I'm here, and this is the last time I've called you people 'bloody Dutchmen' "!



took and received messages for both ships, as well as communicating with Lake Ontario by means of the latter's lifeboat auxiliary wireless set.

It was touch-and-go for the burning freighter, but waiting Brisbane fire brigades soon put out the week-long blaze.

Van Cloon sailed on to Sydney, five days late in her scheduled voyage.



Ship of the Desert surveys ship at sea!

THE DRAGON BLOOD ISLAND

Chang Feng Reaches Africa

From Africa come more letters from Fourth Officer F.L.J. Visser on board the Chinese Junk which is sailing from Hong Kong to Europe.

Itinerary to Date

| | |
|----------------|----------------|
| dep. Hong Kong | — 22nd January |
| arr. Singapore | — 1st February |
| dep. „ | — 5th „ |
| arr. Colombo | — 15th „ |
| dep. „ | — 19th „ |
| arr. Djibouti | — 8th March |
| dep. „ | — 13th „ |
| arr. Massawa | — 19th „ |

Letter from Djibouti

“Three days after departure from Colombo, we reached Minicoy Island — a low L-shaped island, the eastern part of which is closed by barrier reefs. We entered very slowly, as we had no chart, and sounded constantly with

the hand lead, sometimes stopping and going full astern to avoid some dangerous reefs. After about an hour, we dropped anchor near a two-masted schooner, off a sort of village.

A small motorboat containing about eight people — all properly dressed for the occasion — came alongside; an English-speaking Indian told us that it was impossible for us to go ashore as he would have first to make radio-contact with India and ask permission. This would take at least two days! By way of consolation, he presented us with 10 coconuts.

We dived and had a swim, and Albert shot a few fish. At 4 p.m. we set sail again, following the motorboat with harbour authorities, who showed us the best way through the reefs.

A seven-day trip with good weather and a constant north-east wind (Force 3-4 blowing) brought us on 1st March to the island of Socotra. The Chief Officer of the motor-vessel Seasage had warned us at Colombo not to call at this island: “They’ll eat you!” he said. The ‘sailing directions’ read: “The nature of the natives has been dangerous in the past . . .”. Nevertheless, we were more or less forced to go there, as our stores were nearly finished. We dropped anchor about 8 o’clock in the morning at Kor Delaisha, near a little village.

Maurice (Hermann) and I swam ashore and enquired at the nearest house where we could find the Sultan. (*The Mahri Sultanate of Qishn and Socotra in the Eastern Aden Protectorate*). Two dark women and a goat ran away as soon as we started to talk.

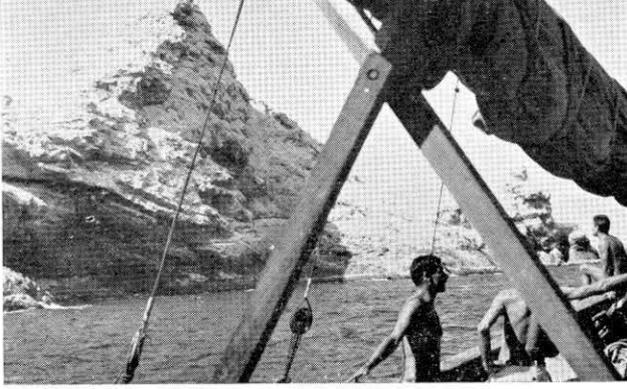
An old Arab pointed with his stick to the West and said “Sultan”. We shook hands and said “Salem”.

We dived at Ras Dehammerri Rock and caught four big lobsters with our hands. Diving for the first time is not easy, but as soon as you know how to do it, it is a fantastic sport. After a lobster lunch, we sailed westwards along the coast as far as Tamridah, the capital, where the Sultan lives.

As we went past the village ‘suk’, we suddenly saw a motorboat on the beach — something we had not expected at all. “Whites!” Jean-Pierre exclaimed, looking through his binoculars. Then about fifteen men swam out to



Author holding a pantherfish.



Coast of Socotra.



Islander of Socotra with British soldier.

Chang Feng; it turned out that they were part of a British patrol, detached for two weeks from the 9th Division Paratroopers, Engineers. They had a drink on board, and later on we had dinner in their camp. There were some nurses among the group, as there was no doctor on the island.

The Englishmen told us some interesting things about the natives; if someone is wounded, they burn the wounds with a hot knife. A child with a constant headache was treated in the same way; now the child is mad, with a headache.

On the second day, William, the two Swiss (Marcel and George) and I set out to climb the 5000' Dagam peak of the Haggier Mountains. We started at 3 a.m. and swam ashore with our clothes on our heads through a worsening sea. We had to take with us an armed native soldier, 'Hassib', and the British soldier 'John', who knew the mountains quite well, also joined us.

It was a long march through areas covered in stones and rocks, with small trees growing here and there. Sometimes we passed mysterious low walls, about 2' high; according to the book "The Dragon Blood Island", they are about 2000 years old. An exhausting climb, with some rests at cool mountain-streams, brought us at about 1 p.m. to the top. A few cows were grazing there, and with a cool wind blowing on us we gazed down on both sides of the island.

We saw also the 'Dragon Trees' which the natives use for three things: first, the red sap is similar to iodine; then they press the leaves to make a kind of soap; finally, they eat the fruit.

We met some mountain people and there was a great shaking of hands and asking for biscuits. "Salem", we all said — a new word since the British patrol landed. We swam in a cool mountain lake and the fresh water was wonderful on our aching feet.

At 6 p.m. we got back to camp. Four goats were brought up by an Arab and killed with a certain ceremony; however, it was very quick. In the bright moonlit night, to the accompaniment of breaking waves, twenty-five men sat down with shining faces to a barbecue on the beach, around the wood fire — a fantastic scene. Late in the night, now really tired, we swam back to Chang Feng.

On the next day, Albert and I did some diving, to catch fish for the coming trip. Here I caught my first fish with a spear gun; it was a sort of snake, 3' long — a 'Murain' they call it. It took about half-an-hour to get it, because it dived under a rock. After I had put it in the dinghy,

I dived again with my spear; suddenly I saw another Murain — about three times bigger — swimming towards me with its mouth open. I had no gun. At times like this, some fast swimming is recommended!

That afternoon, we got under way again to look for a good fishing spot. It was just getting dark when we anchored at Ras Bashuri, and the moment we went astern, we jammed a rope in the starboard propeller. We cut it out the same night, and the next morning we fished in the cool, clear green water of the Ghubbet Kallanyisa — lots of fish.

In the afternoon we stopped at Jasirat Sabuniya, a small rocky island about 15 miles N.W. of Socotra. As there was no good anchorage, we had to keep the engines running, and Maurice and Jean-Pierre jumped over the side with their masks and speargun. From the bow I saw six sharks flashing through the water (varying in length from 8 to 12 feet) but they did not come close enough to catch, and after a few circuits disappeared again. When we all dived, we saw a world below us of thousands of fish — bonitas, sharks, every imaginable variety. With our spearguns we shot about a dozen and then rounded the island for the last time before setting course for Djibouti.

An amusing thing about this call was that Maurice (the captain) met the 'Prime Minister' of Socotra and had to pay \$40 for what the latter called the "island view"! It's a pity we did not meet the Sultan.

Since our arrival at Djibouti we have had many visitors on board. Renè (le Boette — Air France pilot) flew off, as he has to work again, but will rejoin us in Italy. We are doing a lot of water-skiing, and dive every day. I saw my first barracuda here — about 5 feet long. We leave on 13th for Obock, an area of sharks, and hope to catch some with our spear guns. We shall fish for about two weeks in the Red Sea, and shall look for manta rays and barracuda as well."

(Continued on next page)



THE DRAGON BLOOD ISLAND

(Continued)



Mending sail

Letter from Massawa

"Since René left us, I have been the only navigator on board.

After leaving Djibouti, we first made a two-day stop at Obock (still in French Somaliland), where we had several parties with M. Allard, the Administrator. We also had dinner on a few occasions with the French Foreign Legion; there were sixty-five men there altogether, of twenty-five different nationalities. The tales told us by the officers and the Légionnaires were very interesting.

We stayed only one day to do some spear fishing on the reefs at Tadjoura, a short distance away, and were the guests of M. Zobrowsky, the administrator there.

Two days later we ran into a really bad storm: Force 10 and a very rough sea. The mainsail broke after three hours sailing, but during that time we made 10½ knots

an hour on the mainsail alone. We looked for shelter and found it at the Grande Hanish Islands, but had to drop anchor three times before it held.

Next morning, all of us except the cook went for a swim and were shocked suddenly to see Chang Feng disappearing. Both anchors had slipped. It took some very fast swimming and a good deal of effort to get the boat back again. When I was skindiving, a 6-foot shark passed, 15 feet away; I was happy that my gun had just been loaded. However, it disappeared quite quickly. We caught many fish, including a manta ray.

We reached Massawa (Ethiopia) on the 19th and are taking the train to Asmara this afternoon—about 100 miles up-country.

1st April should see us at Port Said, and then on to Malta, Sicily, Sardinia and the Italian coast"

SEMINAR ON R.I.L. SHIP



Australia is never behindhand in its efforts to promote trade. The Export Division of the Chamber of Manufacturers of New South Wales recently started a series of export seminars for the benefit of its 200-odd manufacturers and exporter members.

The first 2-day seminar was to be directed at methods of securing export markets and export procedure, and the whole series was designed to give manufacturers greater insight into the practical aspects of this field. What better meeting place for the opening session, therefore, than on board an R.I.L. ship?

So it was that on 18th and 19th March, at Sydney, about 60 guests gathered in the dining-room of Tjiwangi for the seminar. Sir Alan Westerman, C.B.E., Secretary of the Department of Trade was the guest speaker at the official luncheon on the first day. A conducted tour of the ship was arranged on the second day.



Sir Alan Westerman, C.B.E., was the opening speaker.



Senor Garcia with his four Thai elephants

TWO DOUBLE-BERTHS

Report from m.v. Tjitjalengka

(Photographs by Asst. Storekeeper Yue Choi 余才)

For 42 days we had four distinguished passengers on board, who were treated with the necessary respect by other passengers and crew alike. Accommodated on deck, they enjoyed the trip whilst eating, drinking (water), sleeping — and begging for sweets etc. They were elephants, and their owner the managing director of Circo Brasil, travelled at the same time, so we were able to ask him some questions about his pupils.

These four elephants are the remnants of a huge circus, probably wellknown even in Hong Kong. For ten years it was operated by Senor Garcia in both Americas, Africa and Asia. Through sickness he lost all his beloved animals except these four elephants and two little monkeys who were also on board. The elephants came originally from Thailand; the oldest is just six years old and the youngest, four years. Their act in the circus was ballet and “dancing the rumba”.

We ended the interview by promising to send him a copy of *R.I.L. Post*, and in return he invited us to visit the newly-formed circus he is planning, next time we arrive at Rio de Janeiro.

During the voyage, the elephants proved to be excellent sailors and had such immense appetites that we only just

managed to reach Rio without having to offer them our first-class menu to choose from!

Unfortunately, neither at Singapore nor at Santos were we able to fit proper slings for the elephants. However, as you can see on the photograph, they seemed to feel quite comfortable in their wire and ropelings whilst being hoisted.

J.L. Nobels — Second Officer



R.I.L. ACTIVITIES

m.v. Boissevain will undergo an extensive D.M.O. in Japan at the end of her present voyage, and will not therefore give the July ASAS Express sailing.

m.v. Straat Banka (now accelerated in her current voyage) will effect the July sailing, and Boissevain will follow in August.

The Netherlands ship **Stad Gouda** (12,352 tons) has been time-chartered to fill in the gap (Brazil-South Africa-Far East) in the schedule, brought about by Straat Banka's

acceleration. She will be delivered in Brazil early in June and redelivered in Japan in mid-August.

In order to supplement reefer space in the South America-South Africa-Far East trade, the following three fully refrigerated vessels have been time-chartered:—

| Name | Nationality | Delivery | Redelivery |
|--------------------------|-------------|-----------------|----------------|
| Equadorian Reefer | Danish | B.A. end May | Japan mid-July |
| Pearl Sea | Swedish | Ushant mid-June | „ mid-Aug. |
| Coral Sea | „ | „ mid-July | „ mid-Sept. |



Final stage of construction.



“ SUCCESSFUL

Mr van der Schalk shakes hands with H. I. H. Princess Mikasa.



When Her Imperial Highness Princess Mikasa launched R.I.L.'s newest ship, Straat Futami, at the Sakurajima Shipyard of the Hitachi Shipbuilding & Engineering Company in Osaka on 23rd March, another little bit of shipping history was forged: this was the first Netherlands cargo liner to be built in Japan.

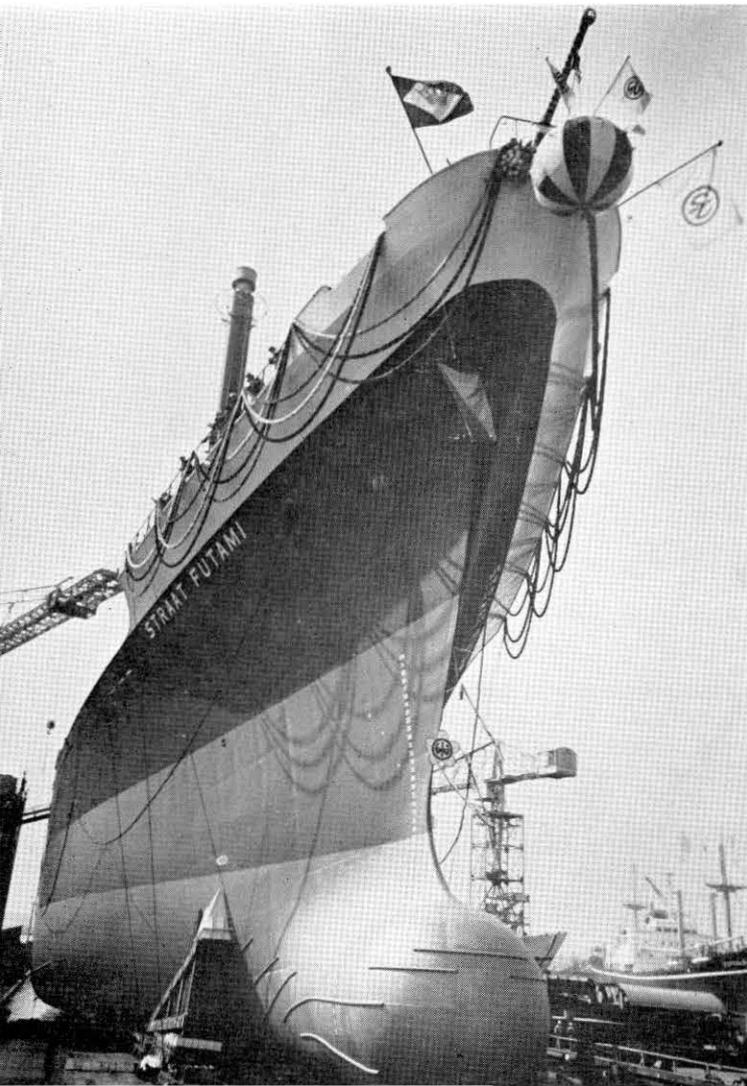
R.I.L. Post Correspondent Hatakenaka was there to watch the proceedings on that fine Spring morning, and here is his report for all of us:—

“ Straat Futami was resting her gigantic, but smart hull, with a huge bulbous bow (about 4 metres in diameter) on No. 2 shipbuilding berth, when at 09.40 H.I.H. Princess Mikasa, and her daughter H.I.H. Princess Yasuko, arrived at the Dockyard. They ascended to the platform decorated with red and white tent and curtain, followed by Dockyards' and Owners' Representatives. Many guests from R.I.L. and other organizations in Japan, people from the Dockyard and primary school pupils and kindergarten children also attended the ceremony.

The National Anthems of Netherlands and Japan were played by the brass-band. Each department taking part in the vessel's launching was checked and confirmed at the central control board set on the small platform attached to the main platform. The Chief of Launching Dept. loudly reported to H.I.H. Princess Mikasa “Everything is ready for launching, Your Imperial Highness”.

H.I.H. Princess Mikasa, at 10.00, christened the vessel Straat Futami and cut the white tape with a hatchet. The champagne bottle hanging at the vessel's bow smashed successfully. In a second or two, amidst thousands of eyes watching the vessel without breath, m.v. Straat Futami began, slowly but steadily, to slide on the building berth. The next moment this intense silence turned into a deafening applause and cheers in addition to a brilliant march.

Red-and-white striped gangways and pavilion await the visitors.



LAUNCHING
STRAAT FUTAMI



H.I.H. Princess Yasuko receives a bouquet.



LAUNCHED

All of a sudden a "Kusudama"—a closed ball hanging at the bow cracked, and streamers, coloured tapes, balloons and live pigeons burst out in the middle sky. The pigeons were flying in coloured snow and rain of streamers and tapes as if they were blessing a prosperous and brilliant future for m.v. Straat Futami. All attendants were fascinated, and another stir with admiring whispers of "Wonderful!", "Splendid!", "Beautiful!", so on, so on, came out of mouths of guests instinctively.

In about twenty minutes m.v. Straat Futami was safely launched and floating in the water. However, for the people attending the ceremony—at least for myself—it seemed to be more than an hour.

After the launching ceremony, a reception was held in the Hitachi Dockyard gymnasium, at which many speeches were made.

Replying to the speech of Mr Matsubara, Chairman of the Board of Directors of Messrs Hitachi Zosen, and congratulating the builders on the successful launching, Mr de Haan said that relations between Japan and the Netherlands go back for hundreds of years and in fact were amongst the first relations that Japan ever had with the countries of the West. In many museums paintings and models are still found of the first Dutch ships to visit Japan.

"In your country, such ships are known as 'Oranda Bune'", he said, adding that Straat Futami would be known to them as a 'Nihon Fune' (Japanese Ship).

The keel of this 'Nihon Fune' (the fifth of the Straat F-ships) was laid on 15th December, 1964, and the vessel is expected to be delivered in July.

Mr de Haan speaking at the reception.



H.I.H. Princess Mikasa cuts the tape.

With streamers flying, STRAAT FUTAMI enters the water.



“OFF CAPS”

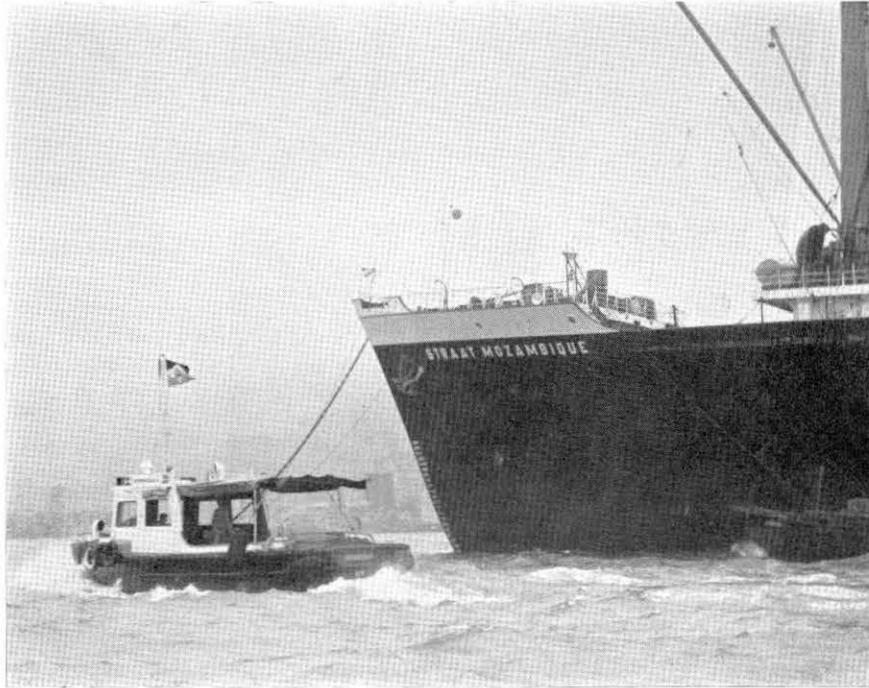


(And be careful to catch them again . . .)

A happy spontaneous moment at the wedding of Second Officer Peter Boichel (Straat Cook) to Miss Lynnette Williams in Melbourne, on 6th March.

The guard of honour is too preoccupied to face the camera, but — just for the record — we list the officers' names: — (from left to right) Fourth Engineer P. van Twist, Third Engineer P.A. Fopma, Fifth Engineer J.A.J. de Ridder, Fourth Officer J.V. Mulder, Chief Engineer J. Stoop, Mr & Mrs Boichel, Captain W. Mieog, Wireless Operator C.J.E. Teyse, Fourth Officer E.P. Schlotter (Best Man — completely hidden from view), Third Engineer H. Brinkman, Apprentice Engineer A.P. Barneveld.

Fifth Engineer P.F.M. Starmans tells us that he also was there with his camera, but that this photograph was taken by a shoreside photographer.



A Heavy Tow!

Photo: P.E. Rabé

MEN AT WORK

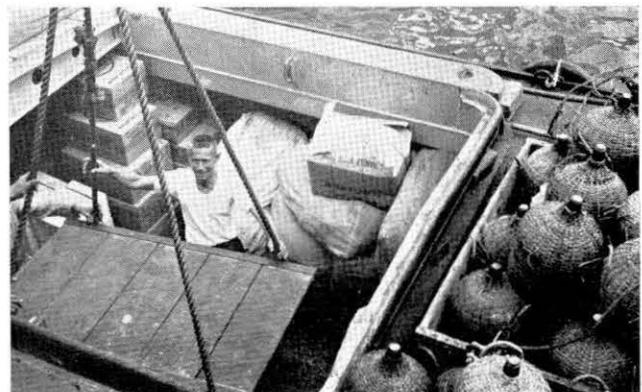
R.I.L.'s 'maid-of-all-work' in Hong Kong is the steel, motor towing-launch Inter-ocean 3. Almost any day of the week, this sturdily-built little tugboat (Taikoo Dockyard 1956) can be seen chugging up-and-down the harbour, Coxswain Cheung Kwai Leung (張貴良) at the wheel, with one or two lighters secured alongside.

Supplying our Company's ships with all their many needs is a job which keeps the Stores Department staff at Inter-ocean House endlessly busy; from the linen-room, the bonded warehouse, the marine-, technical-, and catering-store rooms, streams an endless variety of goods. On the

jetty which juts out into Kowloon Bay, Driver Li Man (李民) manoeuvres his crane (lifting power up to 4 tons) to and fro, as the bales, boxes and packages are loaded into R.I.L.'s two lighters (24- and 27-ton capacity).

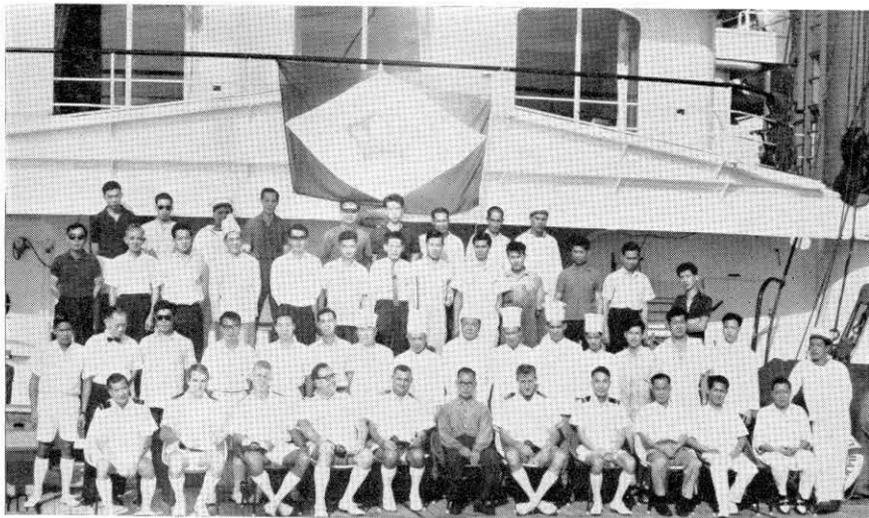
From then on, it is Inter-ocean 3's job to transport everything to the ships waiting — mostly — at the buoys or at Kowloon Wharf. The little vessel works hard, but we think Mr Rabé (now in Johannesburg) was straining our imaginations when he titled the picture above "Towing Straat Mozambique"!

Driver Li Man on the jetty of Inter-ocean House.



A. Wing's Lam Fat Wai (林發威) steadying the loading platform from the lighter, as he has done for the last ten years or more.

Photo: Miss M.L. Neville-O'Brien.



COMPANY

SOUVENIR PHOTOGRAPH

When No. 1 Carpenter Ng Foon retired last October, it was after nearly 33 years of service with R.I.L. Beginning as carpenter on board s.s. Tjisalak in 1931, he continued with s.s. Tjisondari, and then Tjitjalengka throughout the war and right up to 1962. Service followed on Tjinegara, Tjisadane, Tegelberg and lastly Straat Banka.

At the age of 61, Mr Ng Foon finally decided to take a good rest. When he left Straat Banka, a photograph was taken to record the occasion, and here he is — sitting in the middle next to Captain T. Terhorst, with Second Officer W.K.R. Houwing on his other side.

The family tradition still continues, for Mr Ng Foon's son, Ng Wan, is now No. 1 carpenter on Straat Banka.

一張有紀念性的照片

大手木匠吳寬經服務於本公司三十三年後，於去年十月退休。

查吳君於一九三一年加入本公司「芝沙力」輪為木匠，並於「芝順大利」及「芝渣連加」輪服務，雖在第二次大戰期內亦在船上任職至一九六二年，後再繼續服務於「芝尼加拿」「芝沙丹尼」「德基保」等輪。

當吳君六十一歲，決定退休，上圖乃吳君離開「士打賓加」輪時攝，中座者為木匠吳寬，其左為船主德候士，其右為二伙候榮。

吳寬之長子吳穩君，繼承父業，為現任「士打賓架」輪之大手木匠。

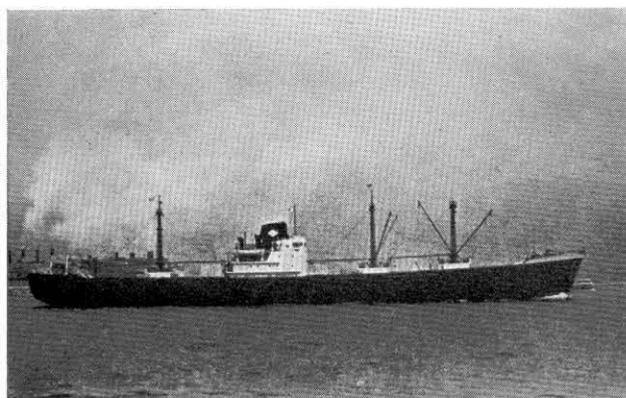
SHORE LINES

The dignified tree-covered square shown on the back of our March issue was the Praça Paris in Rio de Janeiro, a formal garden with illuminated fountains and an equestrian statue of Marshal Deodoro da Fonseca, first President of the Republic.

The luck of the draw goes this month to Mrs H. Spruyt in Roosendaal, Noord Brabant, who will receive the prize of an R.I.L. letter-opener.

CHARTER SHIP

The time-chartered Netherlands vessel Amstelhoek leaving Hong Kong on 10th April, on her way to South Africa and South America (ASAS).



LOG BOOK

PERSONALITIES

Mr H.M. van der Schalk, Managing Director, returned to Amsterdam from Japan after the launching of the new ship.

Jhr. C.L.C. van Kretschmar, Onderdirecteur, attended the I.L.O. Conference in Tokyo at the end of April, as advisor to the Netherlands Delegation.

Mr A.F. Hayward (Sydney) made a three-weeks' orientation trip to Hong Kong, Bangkok and Singapore.

KANSAI GOLF CONTEST

The Seventh Kansai* Golf Contest was held on 13th March at the Ashiya Country Club. There were two guest players this time—Mr H.E. Rouffaer (on his 'cadeau d'adieu' voyage), and Captain P.H. Zweers (Straat Banka).

Good fortune smiled on the Kobe Team, who will keep the shield until the next contest, which is expected to be held in the Autumn.

The players were (*front line*) Mr S. Ishizu (Osaka), Mr K. Dirkzwager (Kobe) and Mr Rouffaer: (*rear line*): Mr S. Fujioka (Kobe), Captain Zweers, Mr M. Sakurai (Osaka), Mr K. Yoda (Osaka) and Mr K. Ajita (Kobe).

* 'Kansai'—Kobe/Osaka area.



DEPARTURE

This happy smiling face is that of Mr H. Oike, of R.I.L.'s Tokyo office, taken at Haneda just before he boarded the plane at the beginning of an extensive business visit to Africa.

We wish him much enjoyment of his trip.

FREIGHTER GETS THE BIRD

(From "Waterfront", 20th February)

"Sydney: An unusual bird is causing the crew of the freighter Sigli a problem.

If it escapes, the Captain is liable to a fine of £50.

The Sigli berthed at Circular Quay last month with the long-legged, red-beaked, blue-breasted bird strutting an after-deck with a string leash on one leg.

The bird, which is probably a species of swamp hen, joined the ship 15 miles off Queensland's Barrier Reef. The Sigli's chief cargo clerk, Mr Mok Hon Kwong (莫漢光), found it exhausted, hidden in the ship's deck cargo of timber.

The crew decided to keep the bird and give it to Taronga Zoo when they reached Sydney, but quarantine officials had other ideas and would not let it land.

Now the crew hope to land the bird in Singapore.

Meanwhile, Sigli, as the mysterious visitor has been named, is enjoying a diet of rice and titbits and all the attention normally given a popular mascot.

The ship's carpenter was working on a very permanent looking pen."

THE R.I.L. CUP

Johannesburg's Japanese community is crazy about golf!! The 30/35 men see each other regularly on Witwatersrand's many beautiful golf courses by private arrangement and once a month they compete in a tournament organized by the Japanese Association, "Nihonjin-kai", here.

The arrival of Mr H. Oike from R.I.L.'s Tokyo Office, (see page 95) on an extended business trip brought the "Nihonjin-kai" not only an additional player, but also a very smart cup!

The "Nihonjin-kai's" monthly tournaments so far have been played without any particular prize at stake. Mr Oike's suggestion to present the Japanese community here with a cup on behalf of R.I.L. was immediately converted into action and a Cup was bought (see picture) engraved:—

THE R.I.L. CUP
GOLF FLOATING TROPHY
presented by
ROYAL INTEROCEAN LINES
TO THE "NIHONJIN-KAI"
JOHANNESBURG
(R.I.L.'s enamelled flag is also affixed)



The Trophy will keep floating for an indefinite period and will wander month by month through the Japanese homes, where it undoubtedly will occupy a place of honour. The winner's name and company will be engraved on the base of the cup. The winner will also receive an engraved miniature of the cup, which he may keep.



The photo shows the presentation of the Cup by Mr Oike to the Chairman of "Nihonjin-kai", Mr M. Kono (Nissho's local Manager) on the 20th February.

Mr Kono thanked R.I.L. for their goodwill and said that the trophy would be circulated among Japanese members in Johannesburg month by month and remind them continually of "Royal Interocean Lines".

TEN YEARS AGO

1st May, 1955

M.S. "STRAAT BANKA" AT BRISBANE DURING THE FLOODS

"Capt. C. de Wolff of the m.s. "Straat Banka" has reported to the Managing Directors about the difficulties which were encountered whilst navigating the Brisbane river during the great flood at the end of March 1955.

As a result of the sluices of the Somerset dam being opened, great masses of water were forced into the river, so that even at incoming tide the water was going out with full force, the current reaching a speed of 8 miles per hour during the night of March 29th, when several suburbs were submerged. The highest water reported was however still 4 feet below the level of the floods of 1931.

The ship was moored at Dalgety's No. 2, a rather uncomfortable berth, the foreship sticking out for quite a distance, catching the full force of the tide. All available ropes were used for mooring the ship and even the buoy chain was brought on shore and fastened to a boulder (bollard!) with a heavy shackle."

“NEAR UTOPIA”

R.I.L.'ers, do you ever grumble about your working conditions? Are you critical of the amenities offered in your office? If you are one of those who must quarrel with their bread and butter, just read the following (taken from the “British & Commonwealth Review”) and count your blessings in 1965:—

M..... and S.....

Merchants and Ships Chandlers

Sydney Town, 1852

RULES FOR THE CLERICAL STAFF

1. Godliness, Cleanliness and Punctuality are the necessities of a good business.
2. On the recommendation of the Governor of this Colony, this firm has reduced the hours of work, and the Clerical Staff will now only have to be present between the hours of 7 a.m. and 6 p.m. on week days. The Sabbath is for Worship, but should any Man-of-War or other vessel require victualling, the Clerical Staff will work on the Sabbath.
3. Daily prayers will be held each morning in the Main Office. The Clerical Staff will be present.
4. Clothing must be of a sober nature. The Clerical Staff will not disport themselves in raiments of bright colours, nor will they wear hose, unless in good repair.
5. Overshoes and Top-coats may not be worn in the office, but Neck Scarves and Head-wear may be worn in inclement weather.
6. A stove is provided for the benefit of the Clerical Staff. Coal and Wood must be kept in the locker. It is recommended that each member of the Clerical Staff bring four pounds of coal, each day, during cold weather.
7. No member of the Clerical Staff may leave the room without permission from Mr Ryder. The calls of nature are permitted, and the Clerical Staff may use the garden below the second gate. This area must be kept in good order.
8. No talking is allowed during business hours.
9. The craving for tobacco, wines or spirits is a human weakness, and, as such, is forbidden to all members of the Clerical Staff.
10. Now that the hours of business have been drastically reduced, the partaking of food is allowed between 11.30 a.m. and noon, but work will not, on any account, cease.
11. Members of the Clerical Staff will provide their own pens. A new sharpener is available on application to Mr Ryder.
12. Mr Ryder will nominate a Senior Clerk to be responsible for the cleanliness of the Main Office and Private Office, and all Boys and Juniors will report to him forty minutes before Prayers, and will remain after closing hours for similar work. Brushes, Brooms, Scrubbers and Soap are provided by the Owners.
13. The New Increased Weekly Wages are all hereunder detailed:—

| | <i>s.</i> | <i>d.</i> |
|--|-----------|-----------|
| Junior Boys (to 11 years) | 1 | 4 |
| Boys (to 14 Years) | 2 | 1 |
| Juniors | 4 | 8 |
| Junior Clerks | 8 | 7 |
| Clerks | 10 | 9 |
| Senior Clerks (after 15 years with Owners) | 21 | 0 |

The Owners hereby recognise the generosity of the New Labour Laws, but will expect a great rise in output of work to compensate for these near Utopian conditions.

50TH ANNIVERSARY IN AMSTERDAM

Library of the “College Zeemanshoop”

On 16th March, the library of the “Seamens’ Hope Society” celebrated its Fiftieth Anniversary. This library is just part of the ‘College Zeemanshoop’, a society which was founded in 1822 by eighteen captains of the Merchant Navy to provide funds for old and disabled seamen or to assist their surviving relatives. Apart from the member captains, the committee was supported by annual contributions from honorary members.

One of the activities of the Society was the erection of a lighthouse at Egmond in memory of Admiral Van Speyk.

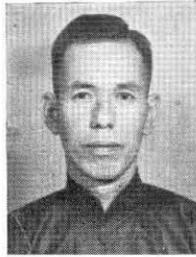
Zeemanshoop promoted the building of the ‘Zeemanshuis’ (Seamen’s Mission) at the Kadijkplein in Amsterdam, and was one of the

founders of the Amsterdam branch of the Royal Meteorological Society, as well as the Historical Shipping Museum, Amsterdam.

Nowadays, the Society still supports old and disabled seamen and their surviving families, and in addition gives financial help to students at nautical academies.

The fifty-year old library, in close cooperation with the Rotterdam Institute for Shipping and Aeronautics, maintains very sound documentation in shipping, shipbuilding, ship-engineering and aeronautic fields. The volumes may be consulted, free of charge, at the Library — Weteringschans 16, Amsterdam.

IN MEMORIAM



謹以沉痛之情宣佈水手 / 大偈張帶於一九六五年三月二十六日逝世之消息。

查張君享年五十三歲，曾為本公司港內小輪服務達十七年之久，其生前為人和藹可親，工作負責，今不幸逝世，本公司各同寅均為其惋惜。

本刊對彼之遺族寄與無限同情。

It is with much regret that we have to announce the sudden death on 26th March of Sailor/Engineer **Cheung Tai**, aged 53.

Mr Cheung had worked on board the Company's harbour launches in Hong Kong for 17 years. He was a quiet con-



It is with very much regret that we have to announce the death in Holland of **Mr K.E. Dik**, aged 59, on 30th March.

Mr Dik retired in 1954 as Manager of the Passage Department, HK HO, after nearly twenty-seven years with the Company. He started in the shipping departments in Indonesia, Shanghai and Manila, and turned to passage business in 1933. He was a cheerful kindly man with many friends, both in the Company and outside.

Our deepest sympathy goes to his wife and family.

scientific man, who knew his job well and took a responsible pride in it.

Our deepest sympathy goes to his wife, two sons and three daughters.

STAMP COLLECTORS AHOY!

From Mr Sicco R. Smit at Schiedam comes another friendly letter about stamps — what a wide circle of stamp collectors there is!

Mr Smit tells us that, as formerly Chief Purser on the 'Willem Ruys', he had many opportunities to collect stamps connected with shipping, a fascinating and instructive hobby. He retired in 1963 and is now 'Administrateur' of N.E.V.A.S., the Dutch ship Adoption Society. If any R.I.L. officers are interested in an exchange of stamps, they are invited to write to Mr Smit at:

c/o N.E.V.A.S.,
Postbox 158,
Schiedam,
The Netherlands.

Incidentally, he mentions that he received a copy of *R.I.L. Post* from his son — our Purser P. Smit?

Here are a few of Mr Smit's stamps; with the help of Mr Albert Chiu (HK HO VZ) we print a few facts about them:—



China — 10¢ — A complete set of 32 stamps (from ½¢ to \$20) issued in 1913, each with the same typical Chinese junk.

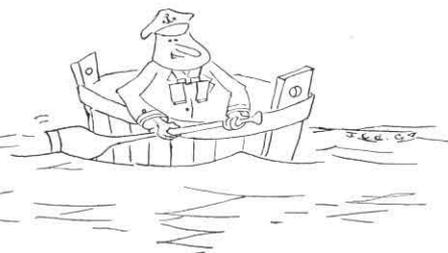
Japan — 100 yen — The red stamp issued in 1952 shows the cormorant-fishing, as done at Gifu on the Nagara river.

New Zealand — 3d. — One of a set of three stamps issued in 1959 to commemorate the Marlborough Province Centenary. This blue stamp shows how wool was shipped at Wairau Bar in 1857.

Singapore — 10¢ — A lilac stamp issued in 1955, showing a typical local timber tongking.

Aden — 1/- — Issued in 1953 and shows dhow-building. Note the Arabian dagger underneath the Queen's portrait.

PERSONNEL



NEW PERSONNEL

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

| | |
|----------------|-------------|
| Mr E. van Hoek | 4th Officer |
| „ D.B. Kubbe | „ „ |
| „ R. Rijckaart | „ „ |
| „ A. Schuiten | „ „ |
| „ J.N.M. Smit | „ „ |
| „ N. Vogelzang | „ „ |



TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain N. Kroone, Master of m.v. Straat Bali, went on intermediate leave.

Captain S.Tj. Doornbos was posted to m.v. Straat Bali following intermediate leave.

Captain A.J. Winkelmolen, Master of m.v. Tjibantjet, went on home leave.

Chief Officer Ch.A. Budde was temporarily posted as acting Captain to m.v. Tjibantjet and subsequently reverted to his substantive rank. Captain L.P. Weststrate was posted to m.v. Tjibantjet following home leave.

Captain E.P. Helleman, Master of m.v. Straat Clarence, was posted to m.v. Tjimanuk.

Captain G.P. Proper, Master of m.v. Tjimanuk, was posted to m.v. Straat Clarence.

Captain (temp. service) L. Rademaker was temporarily posted to m.v. Straat Torres and subsequently replaced.

Captain G.W. de Bruyn, Master of m.v. Straat Torres, went on sick leave and was subsequently reposted to m.v. Straat Torres.

SUCCESSFUL EXAMINATIONS

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

| | | | |
|------------------------|--------------|-------|---------|
| Mr H. Posthumus Meyjes | 3rd Officer | II | 19-3-65 |
| „ J.F. Vonk | „ „ | II | 25-3-65 |
| „ H.E. Weert | 4th „ | Th.II | 25-3-65 |
| „ J.G. Mayoor | 2nd Engineer | Th.C | 16-3-65 |
| „ J. Wildering | 3rd „ | Th.B | 8-3-65 |
| „ M. de Beijl | 5th „ | A | 17-3-65 |



LEAVE

The following personnel went on leave:

| | |
|----------------------|---------------|
| Mr F. List | Chief Officer |
| „ C. Nanninga | 2nd „ |
| „ E.P.v.d. Bijl | 4th „ |
| „ H. de Bont | „ „ |
| „ G. Kolkman | „ „ |
| „ Ch.J.M. Slijpen | „ „ |
| „ E. van Draanen | 4th Engineer |
| „ P.A. Fopma | „ „ |
| „ M.J. Kuit | „ „ |
| „ Th.I.J. Moerland | „ „ |
| „ P.J. Wouts | „ „ |
| „ J.L.A. van der Ham | 5th „ |
| „ D.L.A. Meeusen | „ „ |
| „ J.C.M. Noordermeer | „ „ |
| „ P. van An del | Employé |



TRANSFERS SHORE STAFF



Mr G.D.M. Boot, Adj. Chef, was transferred from Durban to Kobe. Mr Th.J. Ouwchand, H. Employé, was transferred from HK MH to HK HO.

Mr P. Feldbrugge, Acting H. Employé, was transferred from HK HO to HK MH.

FAMILY NEWS



Weddings

In Durban, Mr P.E. Rabé to Miss E. van der Meulen, on 5th April.

In Manila, Mr J. van der Brock (HK MH) to Miss M.C.J. Macdonald, on 23rd April.

Those who returned are:

| | | |
|------------------------|--------------|-------------------|
| Mr H. Posthumus Meyjes | 3rd Officer | posted to |
| „ J.T. Wouda | „ „ | m.v. Tjimanuk |
| „ J. de Beer | 4th „ | „ Tegelberg |
| „ H.E. Weert | „ „ | „ Str. Cumberland |
| „ J. Rab | 4th Engineer | „ Str. Johore |
| „ G.Th.M. Sweijen | H. Employé | „ Str. Fremantle |
| | | HK HO |

LEAVING (OR LEFT) SERVICE

| | | |
|-----------------------|--------------|-------------|
| Mr P.H.W.O. Jongeleen | 3rd Officer | own request |
| „ A. Steer | 4th „ | — „ — |
| „ A. Verhoeff | 3rd Engineer | — „ — |
| „ N.v.d. Meyden | 5th „ | — „ — |
| „ N.W.F. Sebregts | „ „ | — „ — |
| „ J.E.E. Verschoor | „ „ | — „ — |
| „ A. Muller | Employé | — „ — |
| „ H. Plas | „ | — „ — |



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 — May". The reader who names the place correctly will be given a prize. Shore staff of the area concerned may not enter.

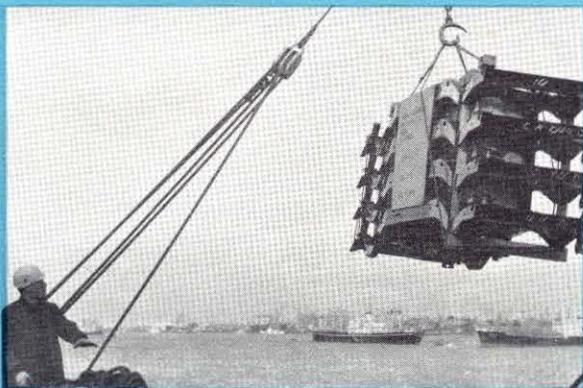
If more than one correct solution is received, lots will be drawn to decide the winner.

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

See page 94 for the winner of March's Competition.

CARGOES
What and Where

MACHINERY



A
S
A
S

STRAAT MOZAMBIQUE



Manufactured by the enterprising Japanese and carried to Argentina in the Asia-South America (Freight) Service.

SHORE LINES

(see inside back cover)

