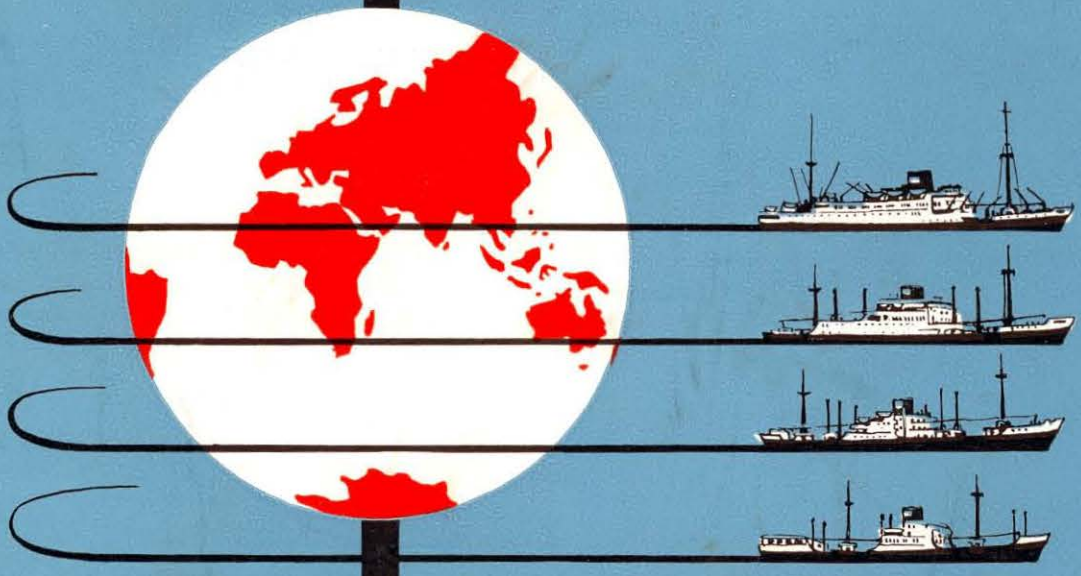
RLC post

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA-CHINA-PAKETVAART LIJNEN N.V.

Vol. XII. No. 6. June, 1965

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S. AMERICA — H.C.G.L. RIBBINK

JUNE 1965
VOL. XII. NO. 6

RIL post

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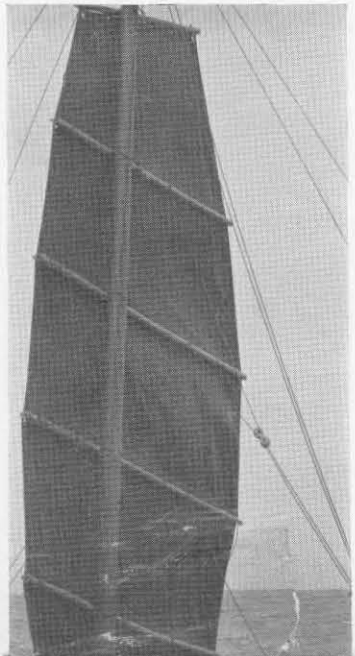
P. O. BOX 725 HONG KONG

M.V. TJINEGARA
pages 110/1



ROYAL BIRTHDAY

H.R.H. Prince Bernhard of the Netherlands will celebrate his 54th birthday on 29th June.

(Photo: Max Koot)

From the Editor

COUNTERCLAIM

Last month we published the regulations of an employer in 1852. By way of return, we include this month a plea from employees in — any time, anywhere (page 114).

LANDFALL

Those who have followed the fortunes of the junk CHANG FENG in the last three issues, will have recognised the heavy sail shown on the left. It is now safely furled and snugly stowed at its berth in Antibes. Before sailing there, however, Chang Feng had a brief spell of glory at Cannes, where we understand that the film made by the voyagers themselves was shown at the Film Festival (pages 112/4).

GETTING TO KNOW YOU

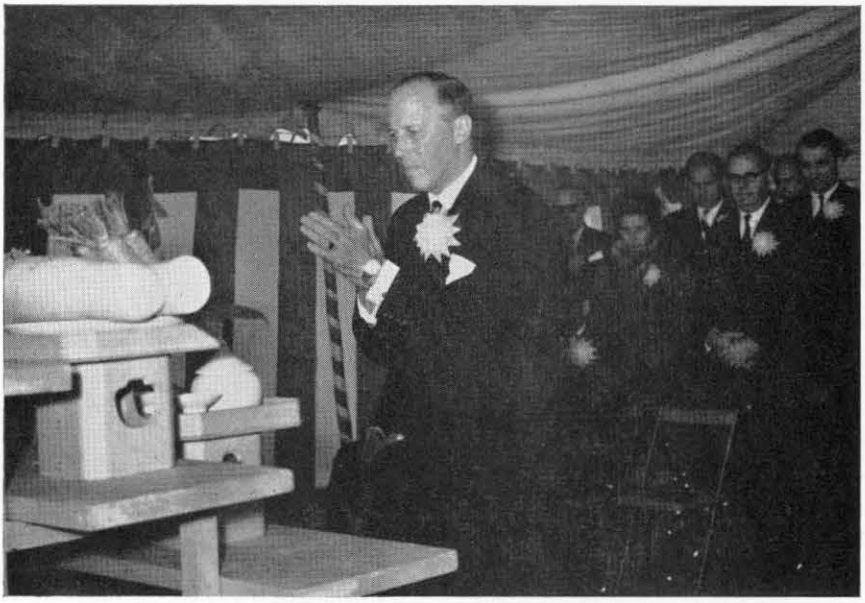
Correspondent Forsyth heads the photograph on page 108 ". . . the brains in the front, the beauties in the middle, and all the hard workers at the back . . . ." Judge for yourself!

STAMP COLLECTORS AHOY!

The July issue of R.I.L. Post will contain an offer of interest to all R.I.L.'ers who collect stamps. Look out next month for our SPECIAL ANNOUNCEMENT.

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

Mr van der Schalk performed 'Tamakushi Hoten' (clapping his hands after offering sacred branches).



STRAAT FUSHIMI

Another new ship on the way

In the afternoon of the very same day that Straat Futami was launched — March 23rd — the keel was laid of the second R.I.L. ship to be built in Japan.

This new ship will be called Straat Fushimi (see page 104 for more about the origin of the name), and it is also to be built by the Hitachi Shipbuilding and Engineering Co. Ltd., Osaka.

With great solemnity, the Shinto priests performed the rites necessary to ensure the safety of the Sakurajima Yard during construction (exorcism, offerings and blessings), watched by many R.I.L.'ers, Hitachi staffmembers and other guests.

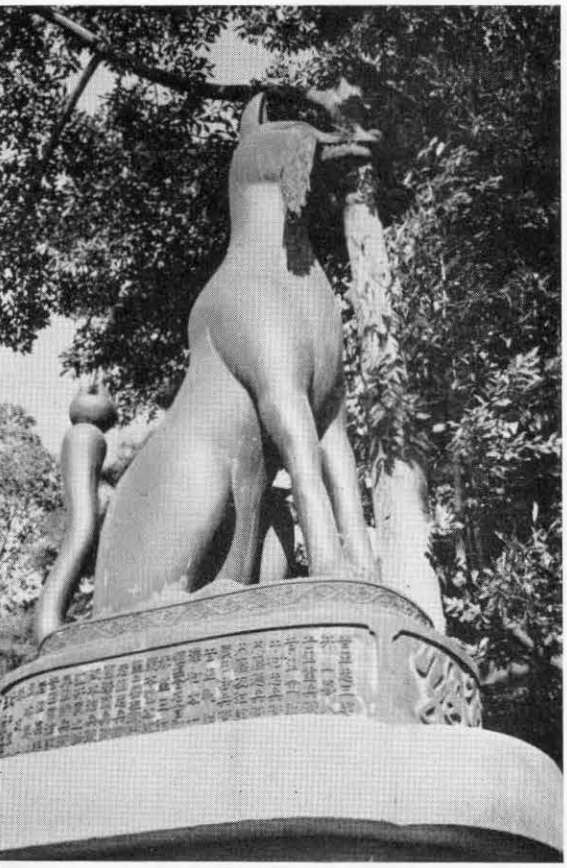
Less than a fortnight later the shape of the double bottom could be seen, with the tunnel for the crankshaft through the centre.

The ship is expected to be launched in mid-June. Captain Th. Terhorst and Chief Engineer M.G. Beunder are designated for service in her.

The priests blessed the welding of the anodes.

The ceremonies were carried out in a decorated tent.

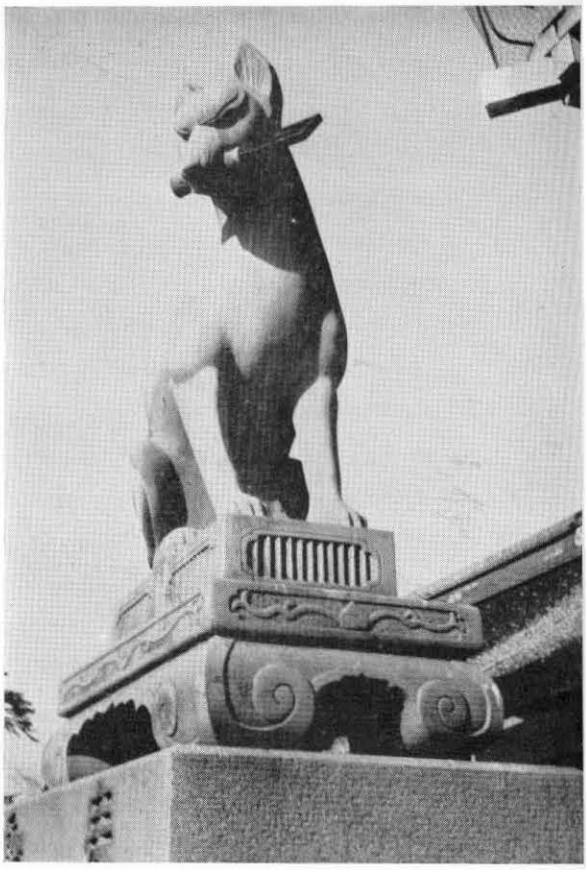
The new ship begins to grow.



Fox holding ripe rice, indicating an abundant harvest.

FUSHIMI

INARI

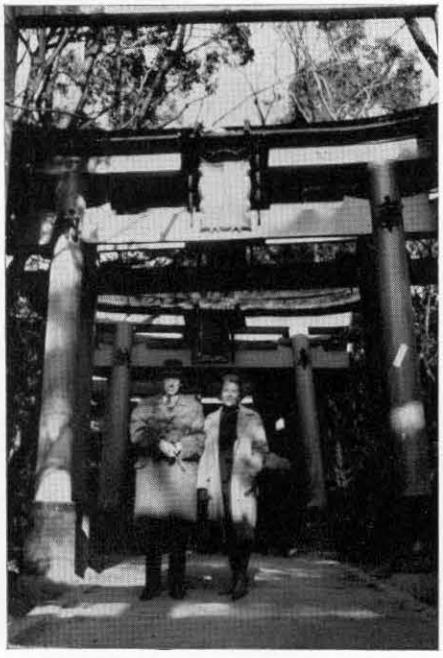


Fox with a key to treasure-house and good luck.

From our indefatigable correspondent in Japan, Mr S. Hatakenaka, comes some facts about 'Fushimi', after which the Company's new ship, STRAAT FUSHIMI, will be named:—

Fushimi is the name of a place near the City of Kyoto, and is located in the southern part of Kyoto Prefecture. The very famous shrine there is dedicated to 'Inari', the god of Japanese Agriculture, Trade and Commerce. It was constructed in the Eighth Century as the central shrine of Inari God in Japan.

'Inari' in Fushimi is known as 'Fushimi Inari' and many people who believe in this god, especially people engaged in commerce and industry, visit the shrine to ensure their good luck and prosperity. There are countless red-coloured Toriis (a kind of Shinto shrine gate) all over the precincts, which have been dedicated in gratitude by worshippers whose wishes have been realized. Red colour is thought to be favoured by Inari God.



Mr & Mrs Rouffaer under 'Torii'.

There are also many statues of a fox, which is believed to be Inari's messenger.

'Fushimi' has another meaning also; one of the greatest feudal lords (daimyo) in the Sixteenth Century, Hideyoshi Toyotomi, constructed a gorgeous castle in this province. The castle was named 'Fushimi-Momoyama Castle'. People call this period 'Fushimi-Momoyama Era'.

Many Imperial tombs are found in the Fushimi area, notably that of the Emperor Meiji.

It is interesting that our STRAAT FUSHIMI will be named after a place so closely connected with the god of commerce and trade. May 'Fushimi' give our ship STRAAT FUSHIMI a prosperous future and good luck.

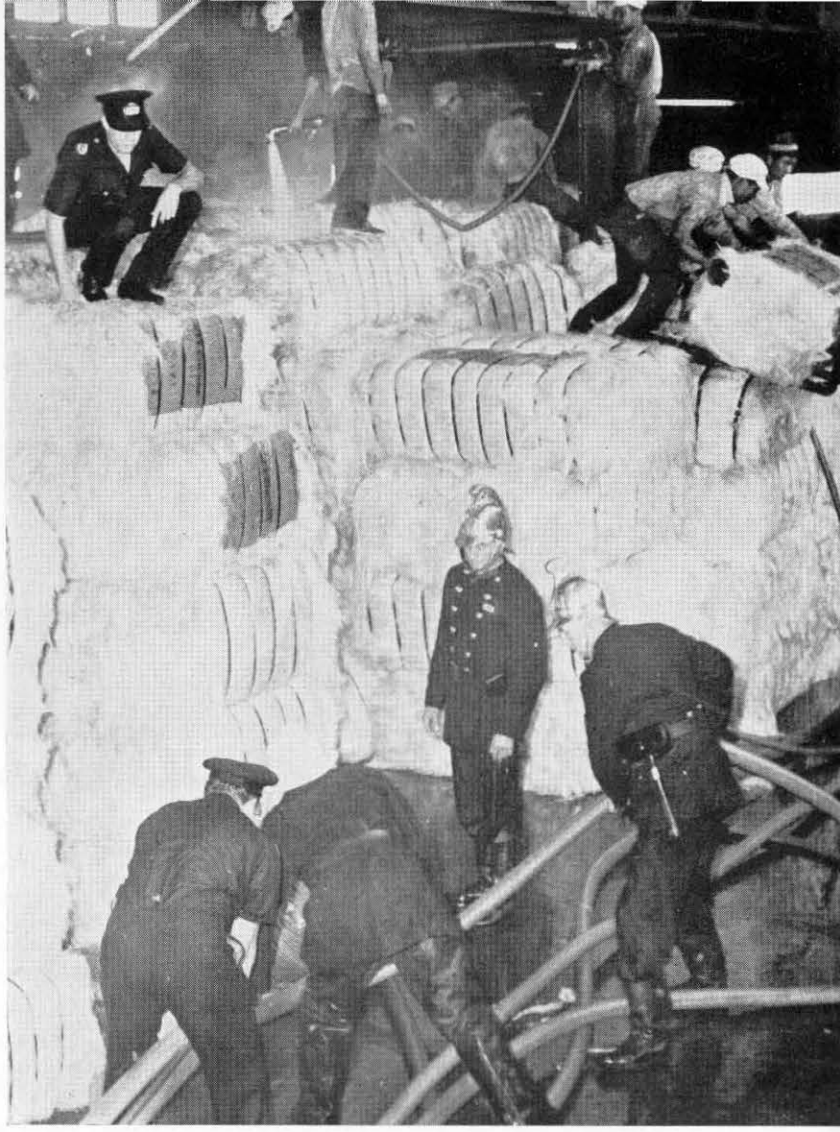
R.I.L.'ERS

ASSIST FIREMEN

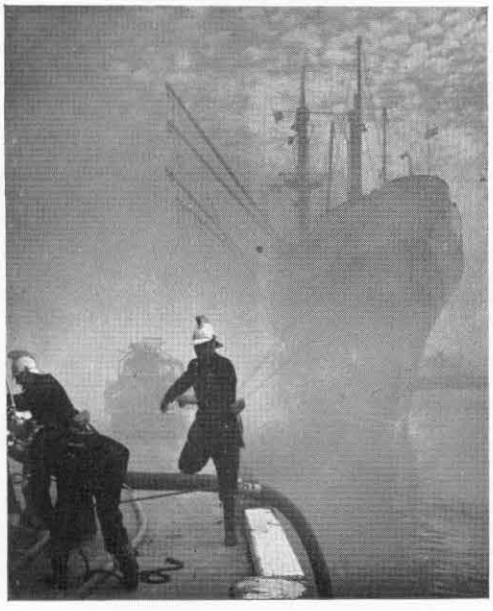
When a serious fire broke out in Shed 5, Victoria Dock, Melbourne, on 18th March, the crew of Straat Johore showed considerable initiative, prior to the arrival of waterside workers and Fire Brigade, in attacking the blaze and in moving the partially damaged and undamaged cargo.

The fire broke out in a stock of bales of sisal recently discharged from Straat Johore, and spread very rapidly. Three hoses from the ship — which was lying alongside — were manned by the deck crew and assisted the Fire Brigades to control the fire after about 45 minutes, and prevent it from spreading into the nearly fully-packed shed.

There is no doubt that Straat Johore's crew, by their prompt actions in the early stages, were instrumental in preventing what could well have been a very large fire indeed, and *R.I.L. Post* adds its congratulations to those of the whole Company.



Straat Johore's crew assist the Fire Brigade.



Straat Johore can just be seen through the smoke.

本公司船員協助救火

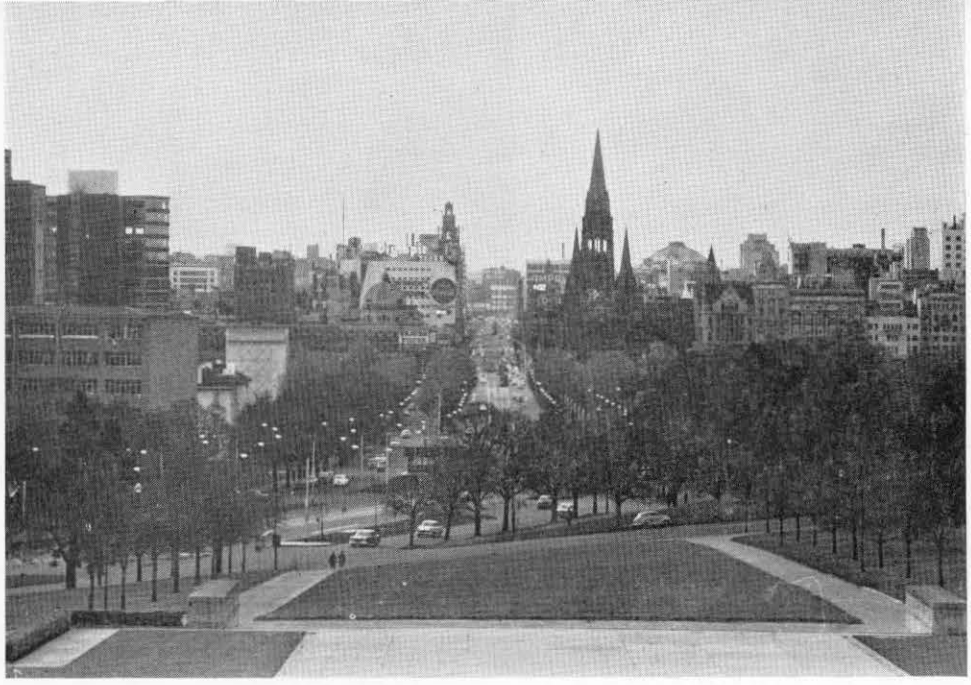
一九六五年三月十八日墨爾砵維多利亞船塢第五號柵發生火警，在救火車及碼頭工人未抵達時，士打佐賀輪之船員曾勇敢地參加救火工作，並將部份已損壞及未損壞之貨物移去。

該火警發生於士打佐賀輪卸下之蔴捆中，瞬即蔓延，船上水手部之船員，利用船傍之三條軟水喉管協助救火員向起火地點施救，約四十五分鐘後已將火勢控制，並及時阻止向鄰近充滿貨物之倉庫擴展。

由於士打佐賀輪船員之敏捷行動，在火警發生後立即撲救，給予當地救火員莫大之幫助，故能避免嚴重之火災，本刊及本公司同寅均向該輪之船員致賀。

FLEET FACTS

Sinabang was re-delivered to Messrs. K.P.M. at Kuching on 25th April.



Looking along St. Kilda Road from the Shrine of Remembrance.

SAILOR ASHORE

From our Agents in Melbourne, Messrs. John Sanderson & Co., comes the eighth in this series. The photographs are the work of one of their employees, Mr Chris Quin, grandson of Mr C.H. Quin who was the direct K.P.M. Melbourne representative from 1910 until his death in 1943. Our sincere thanks to all concerned for this account of:—

MELBOURNE

(£A1=approx. 16/- sterling or HK$12.50)

'The Rip', gateway to Port Phillip Bay, so-called for its turbulent waters and navigable difficulties, nevertheless presents a rugged picture to those who pass through it. In the calmer waters of the bay, approaching Melbourne along the most commonly used south channel, the gentle coastline of the popular bayside beaches is clearly visible.

For those with shore leave in Melbourne, transport from the wharves is available in the form of bus services from Victoria Dock, North Wharf and Appleton Dock, whilst from Station and Princes Piers, regular train services provide rapid transport into the city.

Melbourne, a busy metropolis, with a population of over two million, is impressive with its wide, magnificently planned, tree-lined streets and sprawling parks and gardens. To the south of the City, the Yarra River curls its way, peacefully flanked on either side with sloping lawns and shady trees — an ideal spot to relax and watch rowing enthusiasts.

The city presents a scene of sky-scrapers but to the close observer, there still remain old and beautiful buildings, sometimes incongruously caught between the soaring heights of a more modern civilization. The main streets run in a clearly planned square design which allows the visitor quickly to orientate himself. Through the heart of the city runs Collins Street, lined with trees, its gay roadside coffee-tables and umbrellas lending a Parisian air to the eastern section of Melbourne. Here also are to be found many excellent Bistros and other eating-houses with fine cuisine and wonderful Australian wines.

Melbourne's shops are renowned throughout Australia and visitors should not miss an opportunity to browse through the many delightful arcades. The largest emporium in the southern Hemisphere is situated in Bourke Street and offers the buyer a wide and comprehensive range of anything he may seek.

Visible from most parts of the city, the I.C.I. building soars to a great height at the east end of the city proper. From this building, there is a truly breathtaking panorama of Melbourne and surrounding districts. For amateur photographers it is well worth-while, and to this end, appointments may be made from Monday to Friday, 2.15 — 2.30 p.m. Of interest also, and available for inspection seven days a week are the National Gallery and Museum situated towards the northern end of the main thoroughfare, Swanston Street. Here are housed world famous collections of paintings with a large section devoted to Australian artists — past and present. A unique exhibit in the Museum section is Pharlap, the New Zealand race-horse recognized during his lifetime as world supreme. This noble animal was taken by his owners to compete with the finest horses in the United States of America and Mexico where in record time and in spectacular fashion he won his first race, the $50,000 Agua Caliente handicap. Then, prior to participating in the main American meets in California and to the dismay of all race followers, he suddenly died.

In the city, stage and screen theatres are many and tickets may be sought either at the theatre concerned or from the several booking agents throughout Melbourne. Should bookings be required at particularly short notice good seats usually can be obtained, for a small extra fee, at a special agency known as the "Save Time Service" in Collins Street. Apart from the latest films, there is always a selection of Broadway and London stage musicals, comedies and dramas, and the Tivoli Theatre may usually be relied upon for lively variety.

Across the Yarra River and within easy walking distance lies the Myer Music Bowl. This acoustically designed structure, similar to the famous Hollywood Bowl, is surrounded by parklands which extend to include Government House and the beautiful Botanical Gardens. At the Bowl, every fourth Sunday throughout the summer, one may relax on the lawns and listen to "Music for the People", an entertainment which originated in Melbourne and which is unique in its presentation.

Bordering on the west of these parklands, St. Kilda Road, running from Princes Bridge south from the city is a magnificently wide tree-lined esplanade which appears, from the Bridge, to culminate at the imposing Shrine of Remembrance, but which swings wide and continues down to the bayside suburb of St. Kilda. Here at night in St. Kilda there is to be found all forms of evening entertainment — night-clubs, good Chinese restaurants, ice-skating, dancing, and during the summer months, the fun-fair, Luna Park.

As in all Australian cities, sport plays a major role in the life of Melbourne people. This city is the stronghold of the spectacular Australian Rules Football and — other than for end of season finals — tickets are always available at the gates of the grounds on which the games are being played. Soccer is another major sporting fixture during the winter months and indeed it is possible to view both of these games in one weekend, the former being played on Saturday and the latter on Sunday. The centre of these activities is an area only five minutes by tram from the city and is dominated by the Melbourne Cricket Ground, which was the main venue for the 1956 Olympic Games and which holds a crowd of well over 100,000 spectators at final football matches. To the south of this may be seen the Olympic Pool with its unusual architectural lines and in adjacent arenas soccer, cycling and greyhound racing take place.

Golf courses are scattered throughout the suburbs and there is a public course at Albert Park Lake just to the west of St. Kilda Road. Also on the shores of Albert Park Lake is housed a vast indoor sporting centre offering the public the facilities of 41 table-tennis tables, and 30 badminton and squash courts which are usually available for hire from 9 a.m. — 11 p.m. on weekdays and 1 p.m. — 10 p.m. at weekends.

Racing is a sport dear to the hearts of Australians, and Melbourne's courses, Flemington, Moonee Valley and Caulfield are equal to anywhere else in the world; it is at one of these, Flemington, that the famous Melbourne Cup is held every year in November, for which a public holiday is proclaimed.

Just north of the city in Parkville, lies Melbourne University, the largest and oldest University in Victoria where Australia's Prime Minister, Sir Robert Menzies, studied and graduated in law. At Monash University, recently established and rapidly expanding, the enormous Humanities Building bears Sir Robert's name. Only this year another site has been chosen for yet a third University to cater for Melbourne's ever-growing need for advanced education.

To the east of Melbourne lie the Dandenong Ranges. These blue hills are worth a visit at any time of the year but particularly when autumnal tonings of introduced species blend vividly with the Australian native trees, and in spring when massed Azaleas, Rhododendrons and Hydrangeas bloom with prolific colour in the coolness of the gullies. Here too, bird life is abundant and even the shy lyrebird may, with some luck, be observed. Only twenty miles from the city this presents a colourful day-trip whilst near to the Dandenongs former Netherland farmers have created tulip fields. Pioneer Tours run regularly but if one of a group of visitors holds an International driving licence a hired car will offer a more independant day's leisure at reasonable cost.

The Wildlife Sanctuary at Healesville may be seen within a half-day. Here native fauna is set in natural habitat and one may easily view kangaroos, emus, platypuses, koalas and many species of Australian bird life.

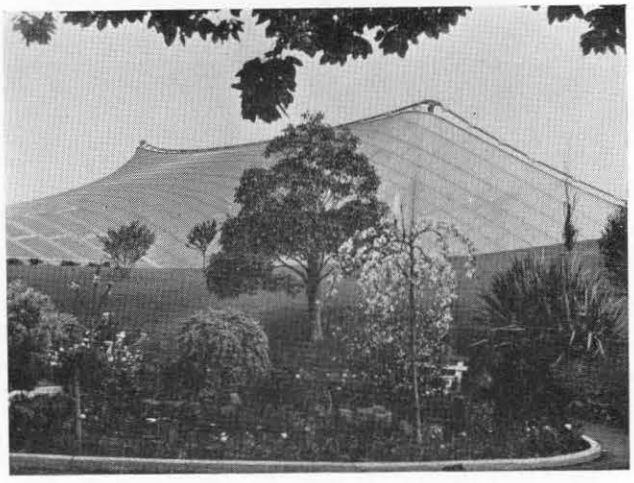
For freshwater fishing enthusiasts, the Department of Fisheries and Wildlife will furnish visitors with particular information about localities within easy reach of Melbourne. To make a day's sport legal, a 10/- fishing licence is required for inland angling but this is easily obtained from the Department.

Melbourne's bayside beaches are ideally suited for family swimming, whilst the ocean beaches to the south provide good surf. Of special interest is Phillip Island in Westernport Bay, fifty miles to the south-east of Melbourne. This island is the seasonal home of a colony of penguins and seals and it is recommended that visitors take an organized tour to this spot. The penguins returning to their burrows at dusk are a memorable sight and the Tour guide will ensure that an excellent vantage point is obtained. Also to be observed at this island is the Mutton bird or short-tailed Shearwater, one of the most studied and remarkable of all truly oceanic sea-birds.

For snow-field relaxation, it is possible during a weekend to visit one of our many ski-resorts which are fast becoming equal to European standards. The Government Tourist Bureau will advise on selection of accommodation and hiring of equipment.

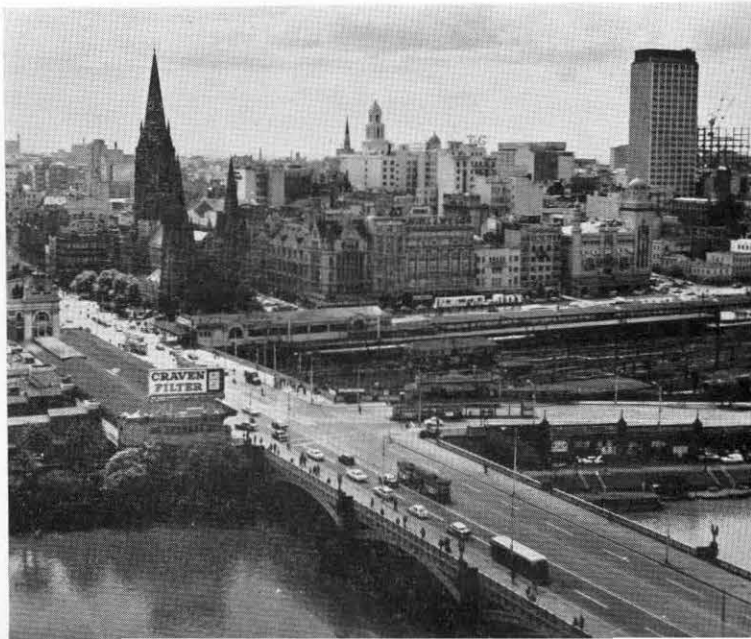
Melbourne, proud of her city and surrounds, hopes that her visitors will retain pleasant memories of their stay and that they will look forward to the time they may return.

Busy Bourke Street.



The Sidney Myer Music Bowl.

Princes Bridge across the Yarra River.



LET'S GET TOGETHER . . .

Durban office turned out in almost full strength to have a photograph made after a lapse of ten years — and what a crowd there is now! A total of sixty-five people, against the thirty of 1955.

In the middle is R.I.L.'s General Manager for Africa, Mr J.F. Egberink (1) with his Deputy on his left, Mr J. van Middelkoop (2) and his secretary, Mrs M.C. Hvistendahl-née Sully (29) behind.

Mr P.T. Aarsen (3) and Mr J.J. van Steenbergen (6) head the **Freight** team of Messrs R. Rowlands (9), J. Blaauw (10), J.C. de Geus (13), R.F. Jannsens (15), G. Kort (16), W.J. Lees (17), J. de Rooy (18) and J.B.v.d. Wijck (20). Mr A. de Nes (21) is in charge of **Claims,** and **Port Captain** is Captain B.A. Ashworth (7).

Secretary/Accountant H.J. Borland (5) has Messrs K. Parkinson (22) and L.L. Krause (23) to help him.

In charge of the **Passage** Department is Mr H.K. Auer (8), assisted, amongst others, by Mr J.L. Hawkins (14) and Miss E.R. Wickes (28).

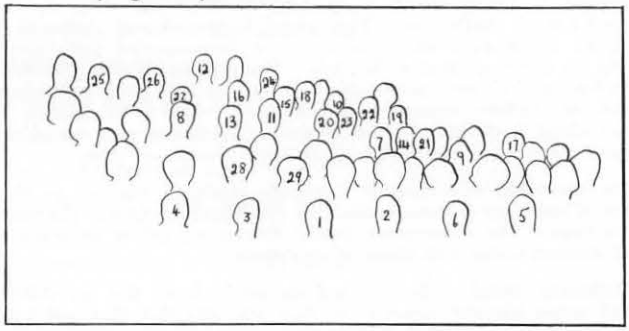
Seagoing Personnel matters — we believe — are handled by Mr A.J. Dijkstra (11) at present. We are not sure where Mr F. Westerhuys (19) works, neither are we certain exactly what our **Area Correspondent** G.M. Forsyth is doing now: he tells us that he recently returned from a holiday in Europe, which included a visit to the Company's office in Amsterdam.

Also at the back are those two useful **Messengers** Cleopas (25) and Eric (26), and (almost hidden) Mr K. Pellay who deals with various **'AZ'** matters.

Two people in the picture have now been transferred: Mr P.E. Rabé (24) — previously our Correspondent — has gone to Johannesburg, and Mr G.D.M. Boot (4) is now Manager of the Company's Kobe office.

A few familiar faces are not seen in the photograph, and we regret that there are some whom we are unable to name, including most of the lovely ladies. Our apologies to everyone concerned.

If any other offices would like to follow Durban's example, do send along a 'key' as well, so that we can be assured of identifying everyone.



TEN YEARS AGO

M*r Borland (extreme right) has dug up this old photograph, taken at Durban in 1955. Here also we see the faces of Messrs Egberink, Aarsen and Ashworth, and the Misses Sully and Wickes. There are other old friends who have since been transferred. We leave readers to identify them themselves.*

INTERNATIONAL LABOUR ORGANISATION

In last month's edition it was reported that Jhr C.L.C. van Kretschmar attended the I.L.O. meeting in Japan. Some people may have wondered what this meeting was all about.

The International Labour Organisation was founded in 1919 as part of the World War I peace settlement. As such it was originally affiliated with the League of Nations. When the League was dissolved after World War II, the I.L.O. survived, and in 1946 it became the first specialised agency to join the United Nations family. Today, with a membership of 112 countries, the I.L.O. carries on its work to improve labour conditions and raise living standards. The objective of the I.L.O. is a universal and lasting peace based on social justice and its motto is "Poverty anywhere constitutes a danger to prosperity everywhere".

The I.L.O. is an intergovernmental organisation, but employer and worker representatives take part in its work along with the representatives of governments. As such, it is a tripartite structure.

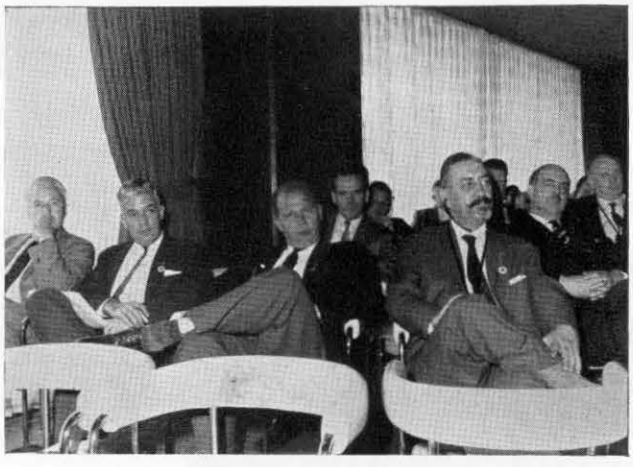
The headquarters of I.L.O. are situated in Geneva, where it has its secretariat, research centre and operational headquarters. It is staffed, at headquarters and round the world, by more than 2,000 officials of some 80 nationalities.

The international labour standards are set by I.L.O.'s Annual Conference in the form of Conventions and Recommendations and a total of 122 Conventions and 122 Recommendations have been adopted since 1919. Together they form the International Labour Code.

Each Convention is a legal instrument regulating some aspect of labour administration, social welfare or human rights; it is conceived as a model for national legislation. Although member countries are not required to ratify Conventions, they are obliged to report periodically on how they have carried out the provisions of the Conventions they have ratified.

The Conference in Tokyo was the 2nd Asian Maritime Conference of the I.L.O., the first having taken place in Nuwara Eliya (Ceylon) in 1953. It was a Regional Conference with the specific purpose of discussing progress since the first Conference in 1953 and to discuss amongst other things Vocational Training of Asian seamen and hours of work, manning and wage scales in the various Asian Countries.

Jhr. van Kretschmar attended this Conference as an Advisor of the Official Netherlands Delegation.

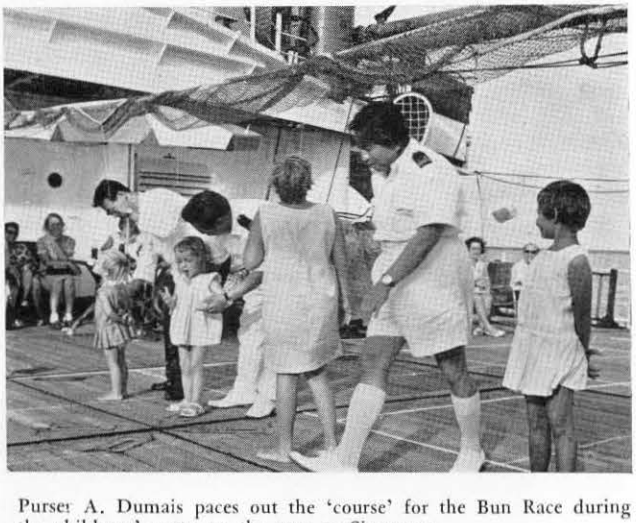


Concentration! Jhr. van Kretschmar in the centre.

When Fumigation Day came round, two special buses were provided by Sydney Superintendents' office (C.D.) to take a large party of crew members on a day's excursion to the Blue Mountains.

TALK C

(If any other sh
photographs, we



Purser A. Dumais paces out the 'course' for the Bun Race during the childrens' party on the way to Singapore.

Every voyage has its highlights. The regular pa
incidents, jokes shared, fun enjoyed together, an
and crew.

Fourteen-year old Tjinegara, under Captain D. F
Ceylon and Malaysia (INDIAS) with forty passe
and flour to be exchanged for Bombay textiles, C

The ship was originally known as Straat Makass
eliminate some confusion in the minds of the trav
at that time.

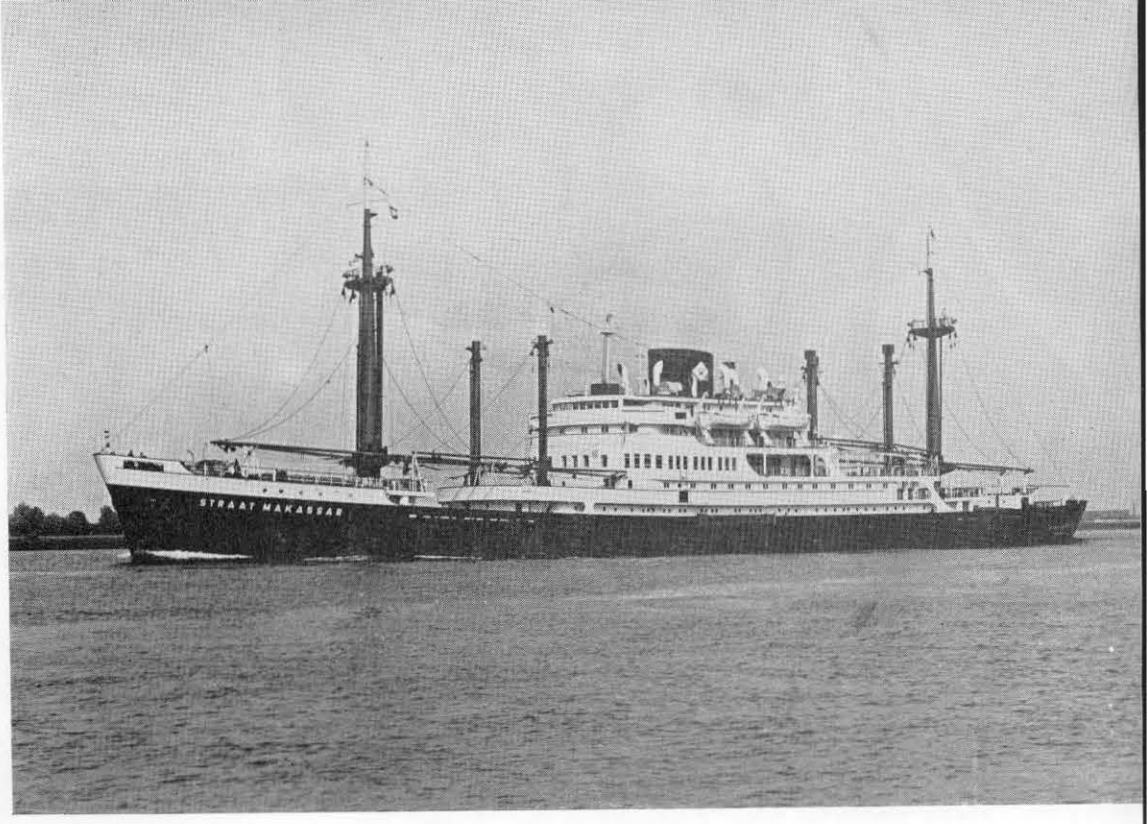
Here are some of the happenings on a recent
Wong Siu Chan (黃兆燦) and Chef de Cuisine J
and readers will remember some of the masterp
Hong Kong in April to get married and we join
in the future.

In Adelaide, the ship was visited by some nuns and 40 of their pupils. After their tour was completed, they sang some Christmas carols, much to the enjoyment of passengers.

Chef de Cuisine Jim Tai presides over one of his magnificent cold
a church of modern design.

F TJINEGARA

has a good 'mixed bag' of all be delighted to see them.)



The ship under its old name.

ern of a ship's schedule is broken up with small tasks successfully completed by a team of officers

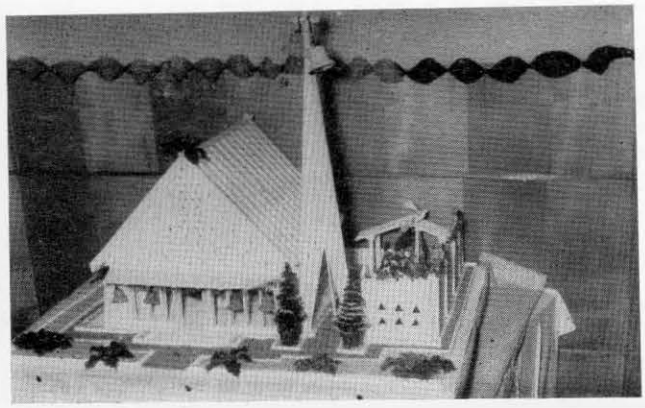
rocee, sails regularly between Australia and India, ngers, and cargoes of — mostly — dairy products ylonese tea and fibre, and Malayan rubber and tin.

, but the name was changed in 1956 in order to lling public with certain cargo vessels in the ASAS

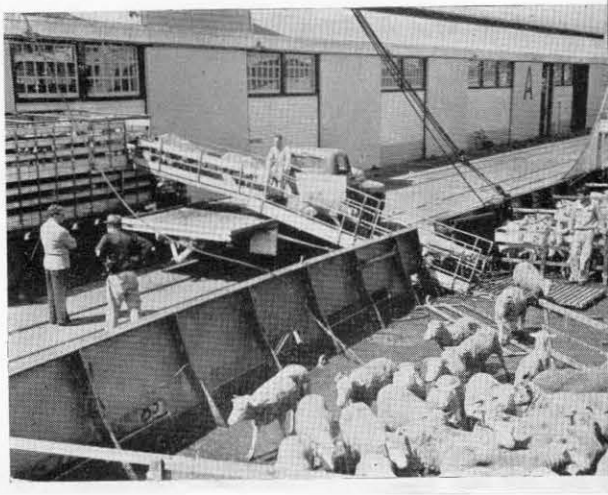
Tjinegara Voyage, photographed by Chief Steward m Tai (詹大). The latter is a real artist in sugar, eces created by him in the past. He returned to with everyone on board in wishing him happiness

On 'Race Night', before the start of the Donkey Race, the Donkeys were fed with such suitable delicacies as carrots, cucumbers etc. From left to right: Storekeeper Ngai Wing Fook, Purser A. Dumais, Ship's Surgeon R.M.A. Panhuysen and Chief Officer M. J. Taal.

buffets. On the right is another example of his work in sugar —



Over 1,100 sheep were loaded at Fremantle for Singapore.



IN THE WAKE OF MARCO POLO

The '100-days' of Chang Feng

Happy arrival at Cannes — author on left.

***The** 72-foot wooden Chinese junk, Chang Feng, reached Cannes on the south coast of France on May 2nd, having left Hong Kong on 22nd January.*

Fourth Officer F.L.J. Visser, navigator on board, now completes this modern saga for us. Although it has been altogether a light-hearted account, it is obvious that the voyage was not without its difficulties. On behalf of all R.I.L.'ers, we congratulate him and his companions on a real achievement.

Letter from the Suez Canal

Visiting Asmara from Massawa was really fantastic; it is a cool wonderful place, 2,400 metres up. A road full of curves leads to it through the mountains.

After Ethiopia, we had the worst weather of the whole voyage up to now; a very short sea and strong northerly winds. The Chang Feng was pitching as never before; every wave broke on the bow and flooded the decks. The pump was working almost constantly, as the decks were leaking. One of the heavy bow-anchors was loosened by one of the waves. All this lasted for four days; we did not eat; the kitchen was a mess. For the first time in my life, I was seasick. A Blue Funnel liner gave us the weather forecast by signal lamp.

Off Djeddah, under the Arabian coast, the sea calmed, and on the fifth day it was the smoothest sea we ever had. All our luggage was put out to dry and for a whole day there was a sort of "Change Alley" on deck. We organized a party in the evening — very necessary after such an experience.

Our anchorage was near the Ile Hasani, off the Arabian coast, close to an Arab fisherman. It is a rocky, volcanic island, covered with fossils. We dived here on the reefs and caught some garoupa.

As we were about to depart, an Arab came on board to ask if we could take one of his teeth out; it seemed to be very painful. With a pair of pliers we did our best, but found it impossible to get it even half out. Poor, brave man!

After Ile Hasani, we dived for a few days off the Egyptian coast in the Gulf of Suez; here we had one of our most fantastic fishing periods: many garoupa, manta ray, and all kinds of other fish. We dived as far down as 25 metres without bottles — a little difficult at the first attempt.

The night we arrived at Suez, a French ship signalled, "come aboard"; at full speed we crossed the harbour and had a party on board the 'Passy', a 32,000-ton tanker.

Next morning the pilot-station was a little upset because we should have first signalled our arrival to them, we should have taken a pilot aboard, and should not have moored alongside another ship.

From Suez, we went by taxi to Cairo and visited the Museum. Three weeks would not be too long to spend looking at the wonderful antiquities: golden coffins of 120 k.g.: many fantastic things. The mummy-room is a little macabre.

From there to the Pyramids (just outside Cairo) and by camel to the Sphinx: after that a camel ride for one hour in the desert, dressed as 'Lawrence of Arabia': it was a wonderful experience. We visited some mosques and some former palaces of King Farouk. In the evening we saw an exotic belly-dancer. However, Nasser doesn't like them —'no belly without a shirt' is his motto. They now wear the so-called 'Nassershirt'!

It is very cold here now — 12°C. We entered the Suez Canal yesterday morning with a very strong wind blowing from the north, decidedly cold and not fine.

We passed the south-bound convoy with some difficulty, as the junk swings off after every ship, towards the middle of the channel. In the open parts of the Canal, Chang Feng started to roll quite heavily; even the pilot had a hard time with his stomach. He said he had never been seasick before in the Canal, and added that he preferred big ships — they were easier to handle. The poor man stood for eight hours in the cold wind and spray on the top deck.

During the night, we anchored near Ismailia (about half-way through the Canal). The pilot woke us up in the morning, and at 6 a.m. we hauled up the anchor. The last part of the Canal took us 6 hours. This pilot was a man who said nothing at all, just stood somewhere in a corner in a big black coat.

On the last stretch to Port Said, we asked: "Pilot, where do we go — port or starboard?" "Yes", he said, "starboard — never mind" "O, ja ja".

The pilot turned to Jean-Pierre and whispered: "This starboard?", looking to the left. "No — other side," said Jean-Pierre, "Thank you very much".

After some manoeuvring in a forbidden marine area, we moored alongside a ferry in Port Said. From Suez onward, we had been asked many times about an American yacht that should have arrived three weeks before us; it left Djibouti ten days before us with 2 men and a woman on board, and had not been heard of since. (*The 'John Anna', on a round-the-world cruise — last seen leaving Port Sudan . . . . . Ed.*).

Our cat looks like a middle-aged woman — small head and enormous body; she screams like a baby, day and night. My parakeet, unfortunately, disappeared in the Indian Ocean; we were teaching him to sit on the Captain's pipe.

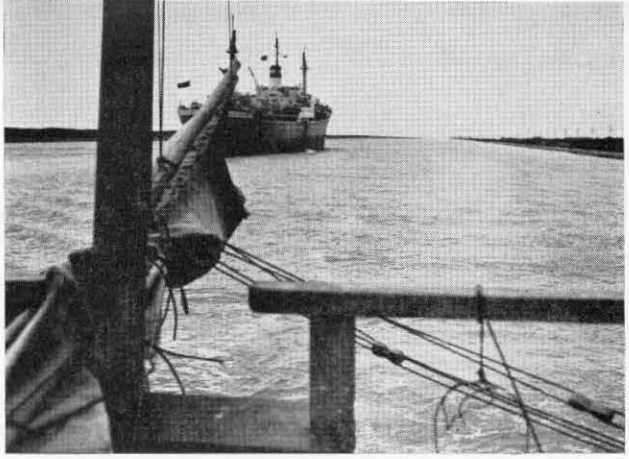
From Winterswijk

" **A**fter we left Port Said, we had a really rough time and were busier than ever. We stayed five days longer at Port Said than actually planned, in order to make Chang Feng a little more watertight. During this time, one of the higher Canal authorities wanted us to pay £250 for going through the Canal, for pilot services and assurances.

We met a certain M. Borgé, a former French surgeon, who once made a trip with his Japanese wife from South America to Japan. He told us that this £250 was ridiculous, that nobody had ever paid that much. We all went together to see our Egyptian 'friend', and asked him what it was all about. He got a little red, and apologized — so we were saved £250.

On 9th April we sailed from Port Said, waving to M. Borgé and his wife — nice people.

The first day in the Mediterranean was really pleasant, with a little sun and almost no wind. On the 11th, on our way to Messina (Sicily), the wind started to blow suddenly from the northwest, Force 8. We tried to keep course for Messina, but, off Crete, Cabin No. 2 started to leak quite seriously and the ship was pitching badly. Using the mechanical pump constantly, we arrived at Crete on the 13th with four feet of water.



Suez Canal.

We put Chang Feng aground in the small village of Agia Gallini, as the pump broke down, and we were making water quicker than ever before. The whole population (150, plus 3 policemen) came and looked at us while we were diving and trying to mend the leaks. In the evening we made a campfire on the beach; many people crowded round, and Nick (our Canadian) recited the poem about 'Dangerous Dan McGrew'.

Next day we sailed along the coast of Crete, leaving the friendly population behind. After not too bad weather, we arrived at Messina for Easter — big processions in the city. In the afternoon we sailed again for Olbia in Sardinia.

Just behind the Liparian Islands, a bad wind began to blow again from the northwest — Force 8 or 9. Many tired birds came on board, swallows, seagulls, and even an owl. On the second day of this weather, all the stays of the foremast broke, the leaking started as before, and it was terribly cold. All our luggage was collected up on the bridge (poop) and we also had to sleep there.

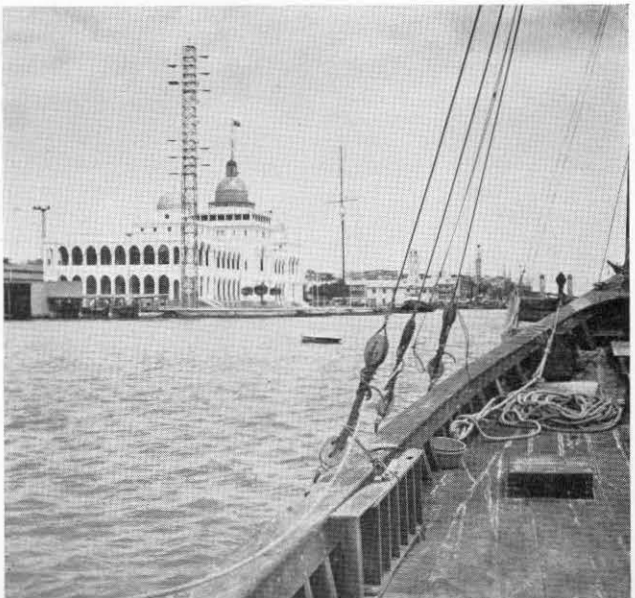
Some time after midnight on the 20th the pump broke down again and we found it impossible to repair. We did not have a position at all but only knew that we were somewhere in the middle of the Tyrrhenian Sea. The ship was doing so badly that we turned back and sailed before the wind to — nobody knew. The noon position on the 21st was somewhere off Naples, where we finally arrived at midnight, scooping out the water with buckets etc. as we went.

Next day, the captain went to Paris "to the dentist", he said; he was supposed to join us again at Olbia; he looked a little tired . . .

(*continued on next page*)

Repairing ship — Mr Visser appears to face a problem!

Port Said.



CHANG FENG *(continued)*

A new method of stopping the leaks with cement failed too, so we continued our diving and patched from the outside.

In Naples we met an English zoologist, Mr Andrew Packard; he works in the aquarium there, especially to learn more about the brain from an octopus. For our benefit, he performed a brain operation on a foot-long octopus, cutting the nerves between the brain and the right eye. You can understand that we were very interested.

We left Naples on the 26th, and passed the Ponza Islands at midnight. Next day there was another gale warning on the radio. Oddly enough, before we ever reached the Tyrrhenian Sea, one of us had made a small drawing of a wreck right in the middle of it on the chart and told us it was Chang Feng. Three times we tried to pass this point, and three times we failed. With an 8 m.p.h. speed, we turned back to the Ponza Islands and arrived there at midnight on the 28th. Many other sailing ships were waiting in the harbour until the storm was over.

In a small sailing-boat were four very old Englishmen on their way to Greece from England. There was some trouble among the veteran crew: the 76-year old cook said of his 82-year old skipper, "He is too old and silly . . . ". Very funny, all this.

We stayed at Ponza for two days — went hunting in the mountains and were invited several times by some night-club owners.

We sailed on the night of the 28th, the weather very calm and smooth, and arrived at Basti (Corsica) on the 30th. Here we were "attacked" by radio-reporters and news-papermen. On the last day, the captains — Maurice Hermann and René le Boette from Air France — came back.

With all the men on board, Chang Feng entered Cannes on 2nd May. The sails were not as high as possible, because a strong wind was blowing, and everyone was a little scared in case it would break down in front of the big crowd on the boulevards. Many reporters visited the junk, and among them were my fiancée and my parents. "Embrasser"! shouted the reporters.

We were invited by the Director of the Carlton Hotel to stay there for 48 hours and after this relaxation, I went on to Holland.

Chang Feng was sold to the Film Festival organisers in Cannes and is to be used as a cabaret ship.

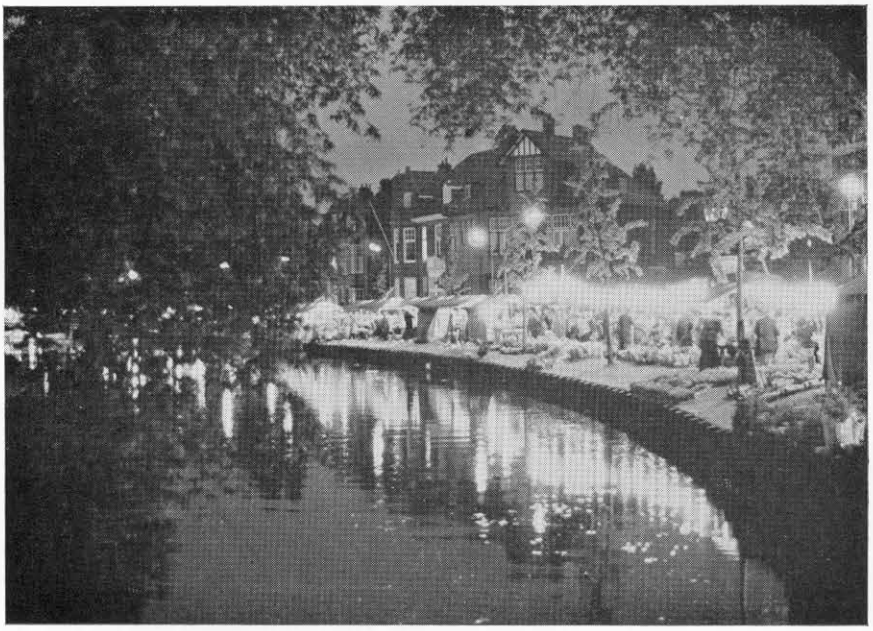
So the outcome of it all was that the trip was very successful and we had much luck.

F.L.J. VISSER.

STAFF PRAYER

I want a boss
Who had something to do with hiring me and who wants me to work for him
Who helps me when I am new to get acquainted with my job
Who explains to me just what my job is — just what I am expected to do
Who tells me frequently how I'm getting along — what I do well and what
I don't do well — who shows me how to do better
Who not only thinks of me for what I am but also for what I may become
Who takes a personal interest in me and my problems
Who listens to my ideas for making the job easier and better
Who has something to do with my pay and does it when the time comes
Who stands up for me when I am right
Who is honest and four-square with me
Who tells me about changes before they are made
Who has a personal faith and confidence in me
I would work my heart out for a boss like that — you would too!

Courtesy: Drug & Cosmetic Industry, No. 94



LUILAK

At Whitsuntide a visitor in one of Holland's larger cities, Haarlem, is treated (or subjected, depending on his frame of mind) to a Dutch modification of Halloween Trick-or Treat. "Luilak", meaning lazybones, begins Friday night before Whitsuntide and goes on till around 11 o'clock the next morning. The stillness of the last few hours before dawn is shattered abruptly by the ringing of doorbells, the clattering and clanging of garbage cans being overturned, the explosion of firecrackers and other tactics designed to rouse the soundest of sleepers. This infernal din is inaugurated by wide-eyed groups of young people, their objective being to get as many citizens as possible out of their warm beds and into the streets (grumbling, to be sure). Those who refuse to fall in can expect considerable ribbing the following day.

In Haarlem this nocturnal noise-making is traditionally linked with an all-night flower market. Three canals form a mile-long ribbon of brightly lighted stalls with thronging crowds examining the wares. Potted plants are the specialty of this once-a-year event; the usual array of cut flowers will be back on display the following day. Traditionally every child buys a plant or flower for his mother out of his pocket money; and this undoubtedly is the only time a husband will ever rise at dawn to buy a pot of begonias or petunias for his wife. Aiding and abetting the carnival spirit of this flower festival are the ever-present hawkers of ice cream, fried potatoes, herring and smoked eel.

The "Luilak" flower market celebration is one that many thousands of Haarlemmers would not consider missing.

FAMILY NEWS

Weddings

In Sydney, Miss Alison Glass (Traffic) to Mr M. Rodgers on 29th May.

In Delft, Mr J.C. de Geus (Durban) to Miss I. Padt on 19th June.

In Hong Kong, Mr L. Krikke (HK HO TD) to Miss Hameeda Begum on 19th June.

New Arrivals

To Chief Officer E. van Laren (Straat Torres) a daughter, Elizabeth Nereen Pascale, at Hout Bay, Cape, on 22nd April.

To Mr W.M. Mulock Houwer (Kobe) a son, Willem Antonie,, on 30th April.

To Mr T.M. Pöttker (HK MH) a son, Bernard Henry, on 3rd May.

To Mr G.J.W. Meynen (HK MH), a son, Gerard Alexander, on 11th May.

To Mr T. Petersen (HK HO) a son, Adam Thomas, on 20th May.

SHORE LINES

The twinkling lights on the dark 'Shore Line' of our April issue were of course the lights of Durban waterfront with the hills of the Berea in the background. The area in the immediate foreground is known as 'The Point'. At about the centre are five tugs of the 'S.A. Harbours & Railways' with their well-known yellow ochre funnels and three green bands.

Congratulations to Boatswain Kwok Ming of Straat Fremantle who is the lucky winner of a letter-opener.

" Thank you for a good party . . . . "

SHIPBOARD PARTY

Another successful R.I.L. party was held recently, this time on board Ruys at Durban, when Travel Agents from the Natal Area and their wives came to enjoy a cocktail, nasi goreng and cold buffet. The local press turned out in full force, as well as representatives of the South Africa Broadcasting Corporation and various airlines, and the R.I.L. film "South America Holiday Cruise" was shown to well over a hundred people.

PERSONALITIES

Mr W.M. de Haan, Managing Director, left Hong Kong on 26th April for consultations in Holland before proceeding on a business trip to Africa. He will thereafter go on Home Leave.

Mr J.F. Egberink, returned to Durban on 16th May from Home Leave, and took over again as General Manager for Africa.

Mr M. Pach, took over as Manager of the Audit & Control Department as from 2nd May when Mr E. Willems went on Home Leave.

Mr Th.J. Ouwehand, took over as Manager of the Passage Department as from 6th May when Mr G.M. Pliester went on Home Leave.

OPTIMIST

R.I.L. receives many requests, but this one (addressed to the Sydney office) must be one of the most hopeful to date:—

Dear Sir,
Please send me two free round-trip tickets to a point of your choosing. Thank you . . . .

SHIPS OF THE WEEK

Greetings from relatives in Holland went out to officers on both sides of the Indian Ocean on 9th April. The Ruys (left) was at Singapore, Straat Cook at Penang, and Tjibodas (bottom right) at Zanzibar.

As usual, the families gathered at the Hotel Gooiland in Hilversum on the preceding day to record their messages.

LOG BOOK

ANOTHER R.I.L. ROMANCE

Here, at the door of the Scots Kirk, Mosman, on 15th April, is Mr Richard Gunby (Sydney — Customs Dept.) with his bride, who is none other than Jennifer, daughter of our old friend Mr Bob Aldridge (Sydney — Accounts Dept.).

Mr David Livingstone of the Freight Department was there to take this photograph of the newly-married couple.

Our very best wishes go to them for the future.

BEGINNERS

In our Chinese Crew Department (under Mr D. Ma) at Hong Kong Head Office, there seems always to be a crowded waiting-room: crew-members awaiting their annual medical check-up: crew-members signing-their contracts: and a steady stream of applicants to work aboard R.I.L. ships.

After preliminary investigation of the latter, a more specialized interview takes place. For those, for instance, who wish to work as Cook, Steward or Storekeeper, this means they must spend the best part of three days, both learning and being examined in their own particular branch.

Every Monday morning, about a dozen prospective Stewards and Apprentice Storekeepers don smart white R.I.L. mess-coats and are questioned on their previous experience and knowledge of English. They also receive some instruction, and the all-important cleanliness is emphasised. During the ensuing two days, under the experienced eyes of 'Ah Yuen' and 'Nico', they have a chance to learn about a Steward's work in general and about R.I.L. in particular. On Wednesday mornings there is a test by a member of CD (who will have been observing them for the past two days), who looks for keenness and a willingness to learn, as well as for more technical aspects.

Some are not yet ready to go to sea, and must try again another time. The lucky ones who pass will be posted when there is a vacancy aboard one of our ships.

新入門之海員

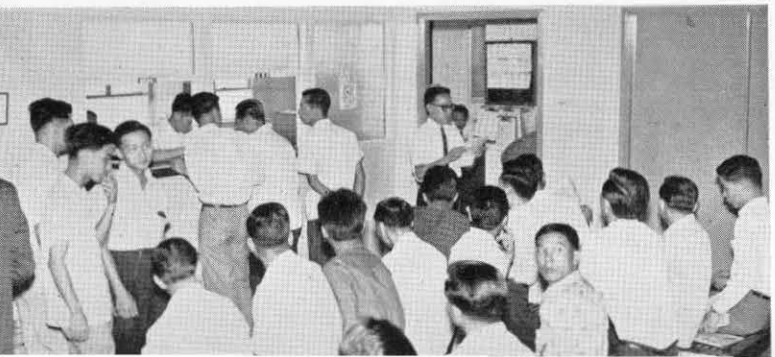
本公司總行之海員部（經理馬家駒先生）經常有一堆人擠滿在候職室裏，其中有些人在等候檢驗體格，有些人在等候簽署合約，更有川流不息的青年前來求職，希望在本公司船上服務。

對於各求職者，海員部職員經初步甄審後，將作進一步之面談。假如擬申請爲西厨師，侍應生或士多管理員，則必須在本公司飯堂作爲期三天之見習，以便參加考試。

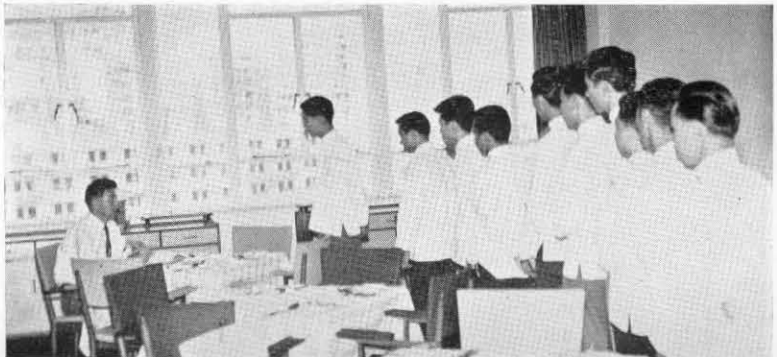
每逢星期一上午，均有約十數名侍應生及士多管理員之申請者，穿着本公司管事部雪白之制服，參加考試前之實習工作。彼等將被詢問已往之履歷及英文程度，並接受有關方面之指示，務須特別注重清潔。在其後兩天中，彼等在袁明及陳學程之指導下，學得侍應生之基本工作及本公司之制度。在星期三上午，彼等將參加考試，由管事部另一職員主持，該職員曾在過去兩天中對各參加考試者詳加觀察，以便挑選出勤謹能幹之工作者往船上任職。

經考試後，未符公司規定者將給與機會另行申請，而及格者將參加登記手續，當本公司輪下各輪有空缺時，將被派往工作。

Mr Ho Kwok Chu (何國柱) reads the next name on the list of applicants.



Mr H.E.P.A. Custers interviews would-be R.I.L.ers.



V A L E T E

M. W. PENNELL

It is with deep regret that we have to report the passing, on 8th May, of the Deputy General Manager for Australia and New Zealand, Maurice William Pennel.

R.I.L. has lost an irreplaceable member of its staff and Dutch shipping one of its staunchest champions.

Born in 1903, he joined the staff of Sydney Office, then K.P.M., on 14th January, 1926, was promoted to Employe in 1933, Hoofdemployé in 1942, Adjunct Chef (Regional) in 1951 and Chef van Dienst (Regional) in 1962. At the time of his fatal illness, he was Acting General Manager whilst Mr de Loos was in Europe on leave. He took great pride in being the first Australian, and one of the first of any nationality other than Dutch, to hold the latter two ranks.

Mr Pennell worked for the Company and Dutch shipping in general with unswerving loyalty and devotion, having the highest sense of duty. Occasionally, he may have given the impression of being too demanding of time and too exacting in the standards he required from those working with and under him, but those closest to him knew that he demanded more from himself than from anyone else.

He was a severe critic of anyone or anything he thought not working to the benefit of the Company and was not afraid to air his views irrespective of persons or consequences. But underneath it all he possessed a keen sense of humour which, at times of strain, would flash to the surface, release the tension and put the situation back into its perspective. His speeches could be counted on to enliven any gathering.

Like all well-balanced people, he had his hobbies (gardening) and his pastimes (tennis and fishing). Anything he did, he did well, as many of our budding young office tennis champions found to their discomfort.

His activities on behalf of the Company covered too vast a field to be enumerated here, but he had a boundless energy, an enquiring mind and tenacity, which were fully tested during the Company's growth, particularly, perhaps, throughout the war years when the K.P.M. fleet was based in Australia. In addition to long hours in the office, he worked on ships during week-ends with volunteer gangs of wharf labourers drawn from the city's "white collar" workers. This was typical of his approach to his work. Nothing was too "high" nor too "lowly" for him if he thought it necessary to get on with the job.

His experienced guidance and strength of character will be sadly missed. His was a lifetime spent with purpose, humanity and honesty.

At the funeral service at St. Paul's Church, Chatswood, the church was packed to capacity: a large number of shipping executives, importers and exporters, most of the Company's Australian agents, and the Masters of all Dutch ships in port were there to pay tribute to a man who worked and lived for R.I.L. for 40 years. In Australia, New Zealand and Hong Kong, flags were flown at half-mast for two days to honour his memory.

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain G.J. Noë, Master of m.v. Straat Soenda, went on intermediate leave.
Captain C. Dekker, Master of m.v. Straat Singapore, was posted to m.v. Straat Soenda.
Captain J. Verburg was posted to m.v. Straat Singapore following intermediate leave.
Captain A.J. Zonnevijlle, Master of m.v. Straat Magelhaen, was hospitalised.
Captain W.F.H. Gerken was posted to m.v. Straat Magelhaen following sick leave.
Captain D. Kuiken, Master of m.v. Straat Chatham, awaits new posting.
Captain G. van der Spoel was posted to m.v. Straat Chatham following intermediate leave.
Captain Th. Terhorst, Master of m.v. Straat Clement, went on home leave.
Captain G. van Altena, Master of m.v. Tjitarum, was posted to m.v. Straat Clement.
Chief Officer J.H. Mak of m.v. Tjitjalengka was posted to m.v. Tjitarum as Acting Captain.
Captain B. den Hoed, Master of s.s. Tjipondok, went on home leave.
Captain L.A. Cijsouw was posted to s.s. Tjipondok following home leave.
Chief Engineer J.R. Meyer of m.v. Straat van Diemen was repatriated owing to ill health.
Chief Engineer (temp. service) B. Kragt was posted to m.v. Straat Van Diemen.
Chief Engineer J.P. du Bois of m.v. Straat Freetown went on home leave.
Chief Engineer F.M.H. Beckers was posted to m.v. Straat Freetown following home leave.
Chief Engineer W. Bakker of m.v. Straat Colombo was posted to HK HO TD.
Chief Engineer A.E. Saman of m.v. Tjimanuk was posted to m.v. Straat Colombo.
2nd Engineer G.G. Peek of m.v. Tegelberg was posted to m.v. Tjimanuk as Acting Chief Engineer.
Chief Engineer J. Stoop of m.v. Straat Cook went on home leave.
Chief Engineer A. Vink was posted to m.v. Straat Cook following intermediate leave.
Chief Engineer G.J. Doves of m.v. Tjiwangi was hospitalised.
Chief Engineer G.H. Menses of m.v. Tjitarum was posted to m.v. Tjiwangi.
Chief Engineer C. Krul ex HK HO TD was temporarily posted to m.v. Tjitarum and subsequently reposted to HK HO TD.
2nd Engineer F.J. Bruil of m.v. Straat Cook was posted to m.v. Tjitarum as Acting Chief Engineer.
Chief Engineer A.J. Pouw of m.v. Straat Mozambique went on home leave.
2nd Engineer J. Tamboer of m.v. Tjitjalengka was posted to m.v. Straat Mozambique as Acting Chief Engineer.
Chief Engineer J. Dirkse of m.v. Straat Singapore went on home leave.
Chief Engineer C. van het Maalpad was posted to m.v. Straat Singapore following intermediate leave.
Chief Engineer J.H.M. van Miltenburg of m.v. Straat Torres went on home leave.
Chief Engineer M.G. de Wever was posted to m.v. Straat Torres following intermediate leave.

TRANSFERS SHORE STAFF

F.O. Baron van Randwyck, Adj. Chef, was transferred from HK HO to Yokohama.
Mr W. Bakker, H. Employé, was transferred from Floating Staff to Shore Staff (HK HO TD).
Mr S. Heykoop, H. Employé, was transferred from HK HO to Yokohama Superintendents.
Mr F. Pannekoek, Employé, was transferred from Sydney to Durban.

PERSONNEL

NEW PERSONNEL

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

Mr J.M. Clarijs	4th Officer
,, A.P. van Velzen	,, ,,
,, A.J.A.M.v.d. Boogaard	5th Engineer ex KPM-service
,, S. Bottema	,, ,, ,, ,, ,,
,, J.H. Brouwer	,, ,, ,, ,, ,,
,, A.J. van Klaveren	,, ,, ,, ,, ,,
,, W. Klootwijk	,, ,, ,, ,, ,,
,, R.H. Bezuijen	Employé
,, R.J. Speijer	,,

SUCCESSFUL EXAMINATIONS

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

Mr R.Th.F. Brouwer	2nd Officer	I	14-5-65
,, A.E. Dinger	3rd ,,	Th.I	27-4-65
,, M. Hofland	,, ,,	II	14-4-65
,, G. de Koning	,, ,,	Th.II	9-4-65
,, Z. van Voorthuizen	,, ,,	Th.II	7-4-65
,, H.A. Slettenaar	2nd Engineer	Th.C	13-4-65
,, D.J.B. Valk	,, ,,	Th.C.	8-4-65
,, G. Tomassen	3rd ,,	B	15-4-65
,, G.L. Dekker	4th ,,	Th.B	3-5-65
,, J.P.R. Hazenberg	5th ,,	A	12-4-65
,, M. Zibotics	,, ,,	A	23-4-65

LEAVE

The following personnel went on leave:

Mr A.J. Martijn	4th Officer
,, V.P. Mollinger	,, ,,
,, R. Zwenk	,, ,,
,, C.P. de Jager	2nd Engineer
,, J. Jaspers	3rd ,,
,, H.J.M. Peters	,, ,,
,, E.L. Hoogendoorn	4th ,,
,, W.C. Treurniet	5th ,,
,, P. van Twist	,, ,,
,, S. de Wilde	,, ,,
,, A.J. Kleber	Adj. Chef
H.W.R. Baron van Tuyll van Serooskerken	Employé
Miss F.C.W. van der Windt	Secretary

Those who returned are:

		posted to
Mr A.E. Dinger	3rd Officer	m.v. Straat Singapore
,, J.F. Vonk	,, ,,	,, Tegelberg
,, H.A. Slettenaar	2nd Engineer	,, Tegelberg
,, G. Tomassen	3rd ,,	,, Straat Torres
,, J. Wardenier	,, ,,	,, Ruys
,, G.L. Dekker	4th ,,	,, Tjiluwah
,, W. Spiering	,, ,,	,, Straat Singapore
,, B. Sprokkereef	,, ,,	,, Straat Freetown
,, J. de Vries	5th ,,	,, Straat Cook (re-engaged)
Dr F.L. Pool	Ship's Surgeon	,, Tjitjalengka
Drs S. Bakker	Adj. Chef	HK HO
Mr S.R. Elgersma	H. Employé	Lagos

PROMOTIONS

Through a regrettable oversight, we omitted one name from our last half-yearly list of promotions. We hasten now to extend our congratulations to:—

Mr K.F. Handel Promoted to Adjunct Chef as from 1st January, 1965.

Our congratulations also go to Appr. Engineer A. P. Barneveld who was promoted to 5th Engineer on 20th February, 1965.

LEAVING (OR LEFT) SERVICE

Mr R. Bürmann	3rd Officer	own request
,, W.C. Hoogland	3rd Engineer	— ,, —
,, Frans Huizinga	,, ,,	— ,, —
,, D. Kruger	,, ,,	— ,, —
,, P.A. van den Berg	4th ,,	— ,, —
,, A.E. Kelder	,, ,,	— ,, —
,, J. Noorman	,, ,,	— ,, —
,, E.E.R. Anthonijsz	5th ,,	— ,, —
,, C.J. Slegt	,, ,,	— ,, —
,, P. Smit	Purser S.G.	— ,, —
Dr I. Barnat (temp. service)	Ship's Surgeon	termination of contract

IN MEMORIAM

As we go to press, we hear with much regret the sad news of the death of **Dr Ir. J.A. Ringers** in Holland on 6th May at the age of 80.

Dr Ir. Ringers who was formerly a Member of the Board of Directors of N.V. Koninklijke Paketvaart Maatschappij and Director of Oranje Nassau Kolenmijn and the Rotterdamsche Bank, served on the Board of Directors of our Company from 1.7.1954 until 12.7.1957.

Dr Ir. Ringers' outstanding abilities and character will forever be remembered by those who had the privilege of working with him and knowing him.

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 — June". 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.

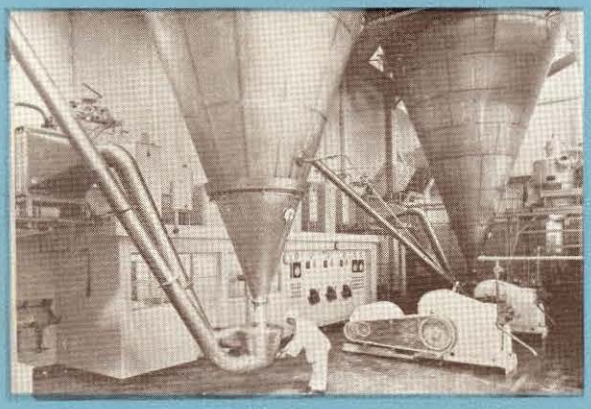
Each reader may send One Entry Only, which must reach the Editor by July 15th. The winner will be announced in the August Issue.

See page 115 for the winner of April's Competition.

YE OLDE PRINTERIE, LTD.

CARGOES
What and Where

MILKPOWDER



A
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VAN DER HAGEN

From New Zealand's green pastures (via a factory such as this one at Waharoa), milkpowder is carried to the little Mtotos of Africa in the Africa-New Zealand Service.

SHORE LINES

(see inside back cover)

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