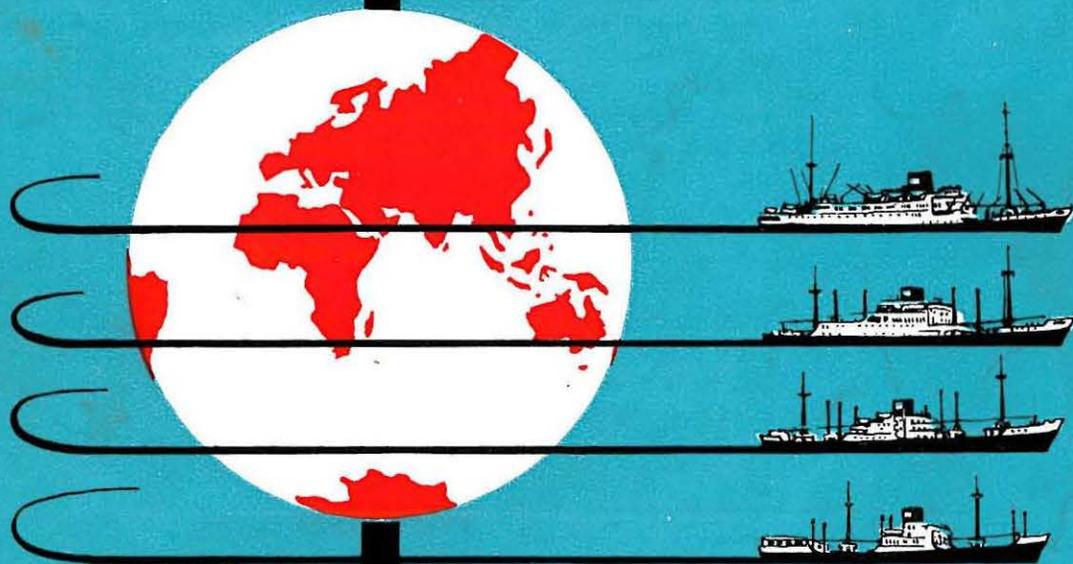




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. XII. No. 11. November, 1965

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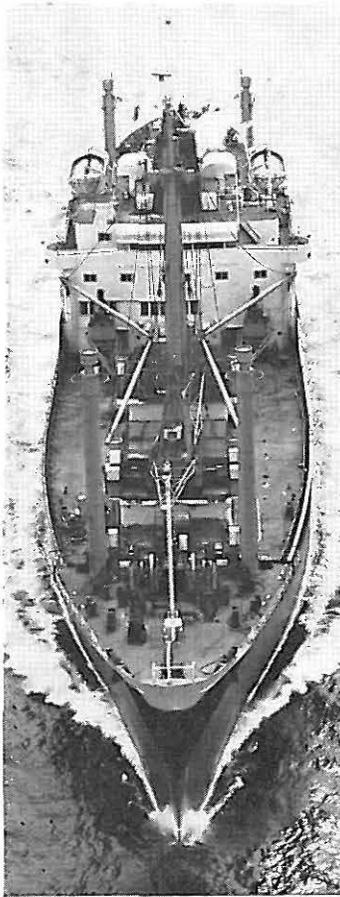


RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG



From the Editor

UP - TO - DATE

The Company's latest ship was successfully delivered on 9th October, and here is the very first photograph of her, taken during speed trials. A full report will be made next month on Straat Fushimi, now on her way to Durban in the Far East-West Africa Service (FEWAS).

See opposite for the keel-laying of Straat Fiji.

The keel of the last of this series, Straat Florida, was laid on 11th October in the yard of the Nippon Kokan K. K., Shimizu, and will also be shown next month.

LOOKING FORWARD

Very soon now, many good friends of the Company will be receiving our 1966 calendar. This new collection of — as always — original paintings will have a particularly direct appeal; from all over the R.I.L. area are portrayed familiar scenes of primary products which will eventually be baled, boxed or bound into manageable 'parcels', to be carried in R.I.L. ships across the oceans of the world. Rolling wheatfields, terraced paddyfields, a misty hill plantation of tea, full-blown bolls of cotton, or the green fronds of palm trees — whichever month appears, there is pronounced contrast and interest.

LOOKING BACK

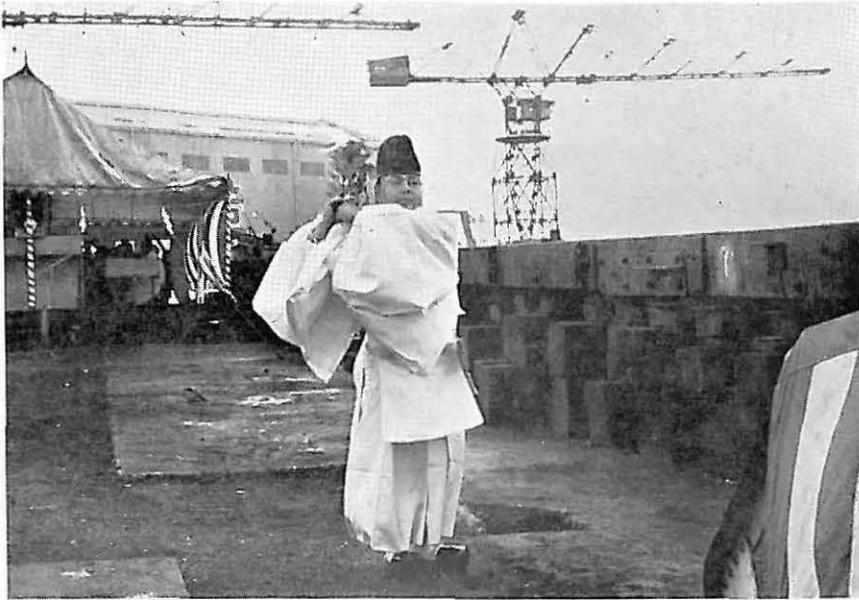
Whilst the Company is ever moving forward, there is always time to glance at the past and to pause and say *Thank you* and — regretfully — *Goodbye* to those who have added their bit to Company history. Pages 214/5 are farewells to three people who total a grand number of service years between them.

F- FOR FAST?

Anyone who does not recognise this stalwart walker, should turn to page 212.

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

STRAAT FIJI



A Shinto priest sways a sacred branch to exorcise the ship at the building berth.

When the keel of R.I.L.'s newest ship was laid on 17th September at Hitachi's Sakurajima Yard, the solemn ceremonies were again carried out by Shinto priests to ensure the safety of the yard during construction: Shubatsu, Koshin, Kensen and Norito (exorcism, descent of God, offering, prayers) in the decorated tent were followed by exorcism of the ship at the building berth by swaying a sacred branch.

This time it was Mr Meerdink's turn to take part in the symbolic welding of the anodes, and then, finally, sacred branches were offered (Tawakushi Hoten), the lids of the

sacred receptacles closed (Tessen), and the priests prayed (Shoshin — ascent of God).

Straat Fiji will be the seventh of the Straat F-ships, and third in the current series built in Japan. The ship is designated for the Far East-Africa-South America Service (ASAS) and is expected to be delivered towards the end of March.

The day of the keel-laying was a wild stormy one, with two sister typhoons hovering close by.

Exorcism and descent of God.



Offerings and prayers.





Photo: W. H. Schröder

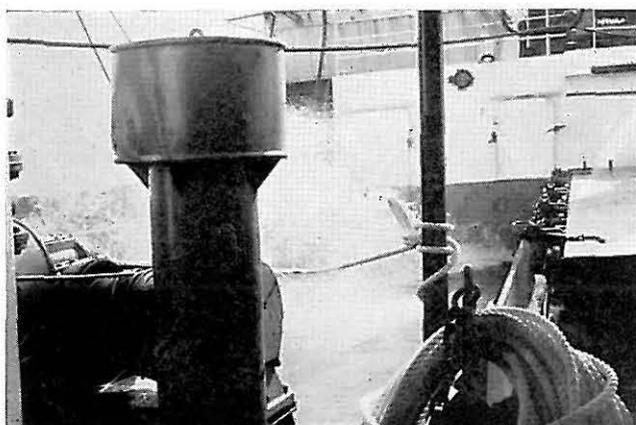
A FRESH GALE

Beaufort's Scale assesses the windspeed at 39.46 m.p.h., or Force 8, and describes the effects as follows:—

“Moderately high waves of greater length; edges of crests begin to break into spindrift; foam is blown in well-marked streaks.”

The International term is ‘Very Rough’ — surely an understatement!

On board little Tjiliwong, sailing across the broad Pacific Ocean in the New Zealand-East Asia Service (NZEAS), Captain W.H. Schröder was in a good position to judge, as he took this photograph of a wave breaking right over the deck.



FLEET FACTS

m.v. Straat Mozambique will leave the Far East-Africa-South America Service (ASAS) at the end of her next voyage and will enter the China-West Africa Service (CHIWAS), leaving Shanghai in March.

The Charter ship **Michael Jebsen** was redelivered to owners at Japan on 8th October.

Some more unusual ports have been visited by **ASAS** vessels recently: Straat Magelhaen called at San Salvador (Bahia) in early September: Straat Banka called at Paranagua (first-time) at the end of September and Rio Grande de Sul early in October: Straat Futami sailed about 200 miles up-river from Buenos Aires in early October to the steel port of Acevedo, which has not seen one of our Company's ships since 1956.

The waterside 'Low City' of Salvador, capital of Bahia state and once capital of Brazil. It was in this vicinity that the first Portuguese explorers landed in 1500.



DUO

These two first class photographs come from Quartermaster Ma Chung Leung of m.v. Van der Hagen in the Africa-New Zealand Service (ANZS).

On the left, the vessel is in dry-dock in Durban in August for her annual maintenance. On the right, a cheerful gang of painters is waving from the top mast, as the ship is lying at Mombasa in July.



兩幅珍貴的照片

以上之兩幅照片乃萬德喜根輪舵工馬忠良所攝。該輪現航行於非洲及新西蘭航線中。

在左邊之照片，乃該輪在本年八月在德品入塢時攝。

在右邊之照片，乃一群充滿笑容之油漆匠在船之主桅上向其同伴招手，本年七月攝於非洲蒙巴索。



SIXTEENTH CENTURY CHINA

Observations from Outsiders

On the back of Father Ludovico Georgio's map, which was presented by Managing Directors to the Manager for Hong Kong & China (see October issue), is a long comment in archaic French, presumably printed by Orthelius, the original publisher, in 1589.

We are indebted to Mr Philip M. Lan (HK MH), who comes from Mauritius, for the following translation of these absorbing contemporary observations:—

“Bernard Scalanta has written a book in the Spanish language, from which we have translated the following:—

This great and vast kingdom of China was known to the people of Tame as Tangis, but the neighbouring peoples call it China. The natives of this region are from the Eastern part of “La Mer Ecolique” and on the Meridian side is the province which is called Cauchinchina, but on the Northern side they have as neighbours the Tartars, a people of strange nature, from whom they are separated by a manmade wall and a natural hill.

It is a country of different seasons, and the people are hardworking and produce everything; for them, being lazy or remaining idle is a terrible crime. There are in this country gold, silver, precious stones etc. in abundance. The surrounding seas and rivers are full of fish of all kinds. There is an infinite number of cattle of all kinds in the fields and on the mountains. The woods are full of all sorts of wild animals such as fox, boar, hare etc., the skins of which are used for the making of clothes. It is believed that there are in this region as well a great assortment of birds, particularly river birds: for instance, the town of Canton — which is one of the least important of all the provinces — consumes an average of 12,000 ducks daily. They plant wheat and barley in the fields, whilst rice (which is their principal food) is planted in the swamps. All inaccessible areas are planted with pine trees, and in between, peas, parsnips, and similar things are planted; in these circumstances no uncultivated area is left. In every garden, roses and other varieties of flowers and fruit are found. They cultivate diligently the flax which is used for the manufacture of various kinds of clothing. Beside all this, sugar is produced in abundance, as well as silk, which is the principal trade of the inhabitants.

There are in this country 240 famous towns; their names end in the syllable ‘fu’, which means ‘town’ e.g. ‘Cantonfu’, ‘Pekingfu’: the villages — which are numerous — as ‘cheu’. These villages are thickly populated, due to the agricultural work carried on. Most of the towns are situated near, or alongside an accessible river. The walls are built with the same type of material which is used for the manufacture of pottery, somewhat similar to the material of which plates and dishes are made and called porcelain; they are of great height and thickness, so that from four to ten men can easily walk beside each other on the wall. At intervals are bulwarks from whence you can contemplate the beautiful scenery. On each side of the wall there is space large enough for ten men to ride abreast on horseback. These walls are so strong that one can see that they are masterpieces. Some people say that the walls were built some two thousand years ago.

The gates of the towns are magnificently and marvellously well decorated and built. The roads are almost flat and follow a straight line. They are so wide that ten to fifteen horsemen can ride alongside one another; each road is separated by an arc-de-triomphe, which gives a wonderful decoration to the towns. Some Portuguese allege having seen in the town of Fucho a tower built on four pillars of marble, the height of which is about 40 x ‘paulme’ (*O.F. masonry measure*) and 12 in width. This workmanship is so fine, so beautiful to look at, that its magnificence surpasses any beautiful building in Europe.

The inhabitants have round faces, scantily bearded, with a rather flat nose and small eyes. There are among them, however, men well-built and well-proportioned; they are of the same colour as the people of Europe, but the natives of Canton are more tanned. They very seldom leave their country and do not easily admit strangers if they do not have a safe-conduct from the King. The rich are very well dressed in colourful silk, padded with cotton and lined with a black linen (since they have no means of making woollen garments). Men keep their hair long, like our women, but mostly plaited and decorated with a silver button. The women’s hair is meticulously combed

and adorned with gold ornaments and all kinds of precious stones; they take great care of their skin — as the Spanish women do — and practically never go out. When they do travel, they are carried in highly-decorated and covered-in chairs, and are accompanied by the family servants.

It is permissible for a man to have many wives: the first one stays in the family home and the others live on the outskirts of the town. Adulteresses are punished by death. Prostitutes are sent to live on the outskirts of the town.

Weddings are celebrated during the period of the new moon, which falls around the month of March, and during this month also they celebrate the first day of the New Year; they hold big celebrations, like us, but with greater grandeur. The halls and rooms are lined with silk tapestry and decorated with flowers. Banquets and other big celebrations are accompanied by music for several days. The people are so lively that they remain without sleep throughout the entire reception. They do not use their fingers to eat meat, but instead they use a silver fork. They sit at table as we do in Europe — on chairs or stools — and not on the ground as other Asian people do.

They are a very industrial and ingenious people, and have invented a type of chariot fitted with sails, just like the ones used in ships. They knew the art of printing long before us. Their writing and printing, however, are not like ours, which read from left to right (or from right to left, as in Hebrew) but run from top to bottom in a straight line.

In this country there are many dialects, according to the province; each one differs from the other but is understood in writing by one and the same character. One character usually means one thing, and is understood and is readable by one and all. For example, one calls a city or town ‘Leonbi’: another calls it ‘Fu’: but both define it by one character—山府. Again, the sky is called ‘Guant’ and designated by a 雲. The King is called ‘Bonti’ by this 皇, and so on.

This kingdom has a huge fleet of ships of all kinds and sizes, with which they travel across the seas and rivers; when they want to please their kings, they have a common expression of saying that they can join China and Malacca by a bridge made of their boats; these places are separated by thousands of miles. There are as many people living on boats as on land, and many of those who live in boats have never set foot on land but spend all their time in fishing and catching river birds. As we have said before, they have fish and birds in abundance. In the Spring, they put some thousands of eggs to hatch (as is done by the Egyptians in Cairo). In Winter, eggs are hatched in bamboo-type baskets, underneath which a fire is lighted.

The whole country is governed by one King whom they call ‘God of the Earth and Son of the Sun’. He governs from his kingdom at Peking which is a town of Tartar style. He seldom goes out except for war. It is said that when he goes to war with the Tartars he is followed by 200,000 soldiers on foot and 200,000 on horseback; whether true or not, the nation is said to consist of peaceful people.

In every province there is a governor who acts in the capacity of viceroy whom the people call ‘Tutan’. He is a judge as well and settles differences between people and enforces the laws of the kingdom. Robbers and murderers are imprisoned for life, if they do not die beforehand through cold, starvation or whipping. A man is whipped in the following way: he is laid down on his stomach, hands tied behind his back, and is whipped on the buttocks with a type of whip made from rattan or reed-grass. One stroke is so vigorously given that blood spurts out. After the second stroke, it is humanly impossible for the receiver to stand on his feet again. The executioner stands on the legs of the victim whilst doing his job. Many of

FLIGHT TO JAPAN



飛 往 日 本

42 cheerful crew members assembled at Kai Tak Airport, Hong Kong, on 6th October to fly to Japan. They were going to stay at a Japanese inn in Osaka for a few days before embarking on R.I.L.'s new ship Straat Fushimi.

The heavy luggage had already gone by sea, so all these men had to carry was a small overnight bag.

十月六日下午，啓德機場裡顯得一片熱鬧。原來四十二名派赴「士打富士美」輪的船員，正懷着愉快的心情，在等候飛赴日本。他們將在大阪小住數日，然後登上新船工作。

笨重的行李已於事前用船運至日本，他們現在所攜帶的，只不過是一個小小的旅行袋而已。

SIXTEENTH CENTURY CHINA (continued from opposite page)

them die after receiving fifty to sixty strokes. The Portuguese allege that more than 2,000 people die yearly as a result of whipping. The whip is 4 to 5 inches wide, and 1 to 2 inches thick and is continuously soaked in water to make it more flexible and more easily used.

With regard to their religion, they believe in everything. They adore the Sun, the Moon and the Stars, and see devils (which they describe in similar fashion to the European devils). They have sumptuous temples in town and country. There are two types of priest: one kind is clothed in white with their heads completely shaved, and they live a community life as our monks do; the others are dressed in black, keep their hair very long, and live alone like our priests. Neither type is married. Their lives, however, are very lonely and hard.

That is what Scalanta said. Joannes Barrius said that this king controls fifteen provinces (which is called 'local government') and

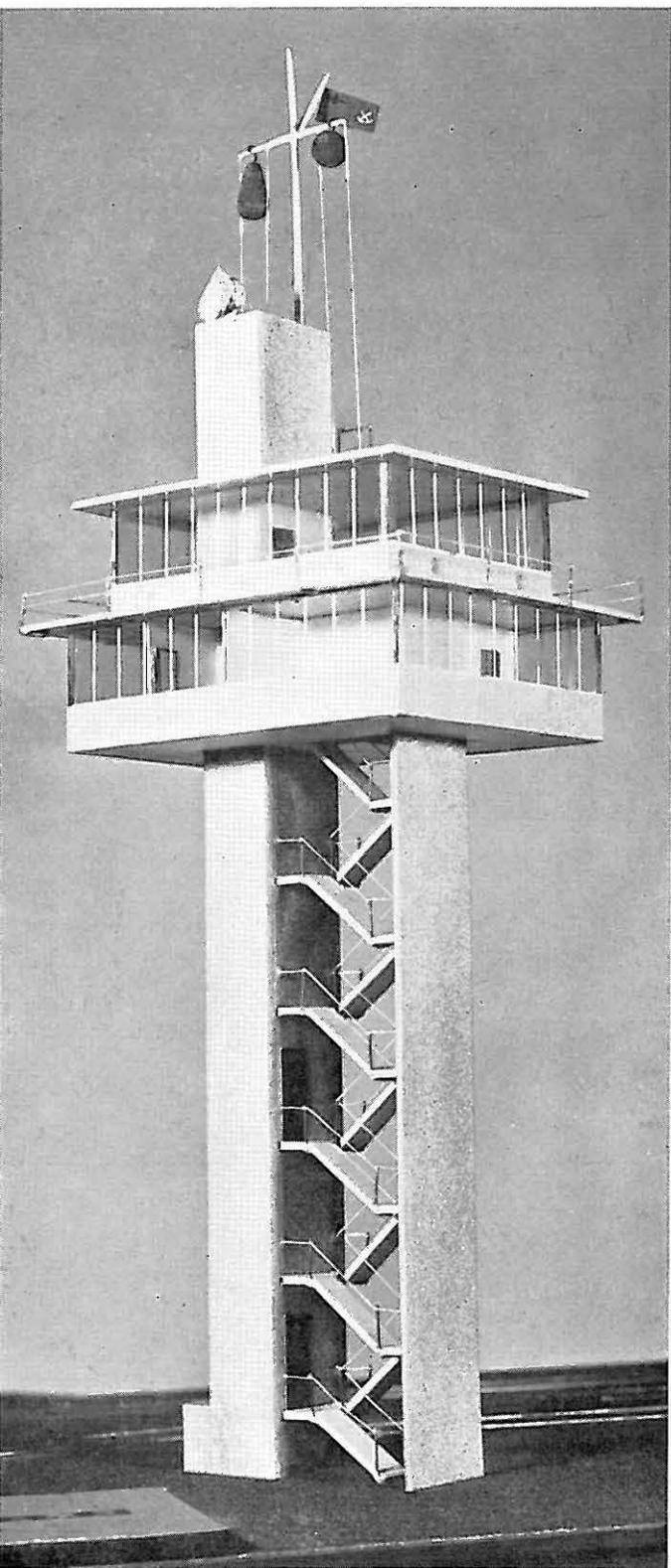
added that he is the sole and most powerful man and has more power than any of the princes of neighbouring Asia. His annual income is much more than all the wealth of Europe.

Odoardus Barbosa said that these people are very human and democratic. Their pronunciation is similar to that of the Germans.

Antoine Pigeftta called this kingdom the most powerful of the Universe and said that the royal city is surrounded by seven walls at the edge of cliffs and is guarded by 10,000 soldiers, from whence the King governs his kingdom.

This area and its names are more than enough for one to listen to. They are the same people whom Ptolemy called SINAS but whom the Portuguese and Spanish call CHINA. It is pronounced, however, as Sina.¹⁷

HARBOUR CONTROL TOWER



Way back in 1963, the Melbourne Harbour Trust Commissioners decided to provide the Port with an observation tower at No. 1 Berth, Victoria Dock, from which all shipping movements would be co-ordinated. This tower is now nearing completion and is expected to start operating next January.

The tower will obviously be a landmark in Melbourne, as this photograph of a scale model shows. Messrs James Patrick, who sent us the photo, tell us that it will be manned by five Master Mariners, who will man the new control centre for 24 hours a day, in 8-hour shifts. They will all receive special training before taking over their duties.

From the observation deck, 74 feet above ground, it will be possible to survey traffic in Port Phillip Bay, in the river, and throughout the harbour area. Direct telephone lines will link the tower with key port areas whilst high frequency two-way radio transmitters will link up with ships, pilots and tugs, and the Port's own radio network, which includes the Port's emergency and safety services.

The advent of the Control Tower will streamline the control and organization of shipping movements in the port. Towage contractors, boatmen and the Pilot Service who, hitherto have worked as separate entities under the direction of the shipowner/agents, will now receive their orders through the Control Tower who will also be responsible for notifying Customs, Immigration and Port Health authorities of vessels' movements.

There is no doubt that Melbourne is all set to promote a highly efficient service which will benefit all operations in the port.

The Victoria Dock lies just off the Yarra River. No. 1 Berth is in the foreground, just inside the basin.



“FROM ME TO YOU”

A Cautionary Tale

On 1st July, the dainty pale-blue Envelope, so carefully addressed, with its clean bright stamp firmly stuck on, dropped into the red Dutch mailbox with a gratifying plop. The sender listened solemnly to the sound of its descent and then turned away, satisfied.

Caught up in a swirl of circulars, magazines, postcards, newspapers, and all the rest of that miscellaneous collection called ‘Communications’, the Envelope received the official ‘chop’, was sorted into the Overseas mail and eventually came to rest in a fat mailbag labelled ‘Hong Kong’. About a week later, the bag was one of many resting in the hold of a fast merchant ship, sailing for the Far East at a good 20 knots. It dropped anchor in Hong Kong on 9th August.

On 12th August, a well-thumbed blue Envelope was picked up in R.I.L.’s Head Office. The mailing clerk muttered, “Hm, for STRAAT FEWAS . . . Pity, we’re too late for Japan, the ship leaves on the 18th . . . not stopping at Hong Kong . . . cannot catch up in Durban. Well, it’s certainly no use leaving it to the vagaries of West African ports, so it will have to wait in Durban for the ship’s return, which won’t be until 25th October. The STRAAT ASAS EXPRESS leaves here on 24th August—that will do.” Without more ado, the Envelope was put in a STRAAT ASAS pigeonhole and duly despatched to Durban, where it arrived on 21st September. After not a few formalities had been completed, and the name of the officer checked with the current ‘Postings List’, the now faded blue Envelope reached the STRAAT FEWAS mailbag safely, and rested there for a whole month.

25th October saw STRAAT FEWAS tying up alongside a Durban wharf, with all hands reaching eagerly for their mail. The Captain turned over the unclaimed letters: “Second Engineer de Vries—why, Piet left us at East London—was transferred to STRAAT EAFS . . . I’d better get this ashore.” Once again the Envelope was passed from hand to hand.

In the R.I.L. Durban office, the clerk glanced at the calendar, turned up the schedules, and realised that the October STRAAT ANZS had gone, so there was no way of catching the STRAAT EAFS at Mombasa. The Envelope would have to go, either to Singapore or to Hong Kong. “Let’s see . . . CHIWAS has gone . . . ASAS EXPRESS just gone also . . . STRAAT FEWAS—yes, STRAAT FEWAS!” Alas, as he stood with the blue envelope in his hand, the fishermen on the North Pier were waving to STRAAT FEWAS as she sailed out through the narrows to the open sea.

On 10th November, the STRAAT ASAS FREIGHT sailed for the Far East from Durban, with a very dirty blue envelope tucked safely in a mailbag. The vessel was a week behind STRAAT EAFS at Singapore, but dropped anchor in Kowloon Bay on 30th November.

The Envelope, now of indistinguishable colour, arrived once more in the Mailing Department at Interoccean House, and the clerk shook his head as he saw the date of the postmark. “Well, we shan’t miss him this time. The Posting List says that he is still on board STRAAT EAFS, and she’s going into dock at Yokohama for D.M.O. STRAAT ASAS EXPRESS can carry the Envelope in a few days’ time.”

On 12th December, a hard-working Second Engineer, clad in grimy overalls, stopped work for a moment amidst the noise and confusion of a ship undergoing her Annual Maintenance work, to take delivery of his personal mail. The Dutch stamp caught his eye first, and he ripped open the very bedraggled Envelope. A loud Dutch oath was heard, then: “Just look at this—a card from my small daughter for my birthday last August! Why don’t They do something about the Mails?”

Moral:— *you cannot always win in a seagoing life, but you can shorten the odds against you by instructing your correspondents to use airmails and by giving them as much advance notice at possible of a safe address. Seagoing Staff — have you done this?*

SHORE LINES

At the foot of majestic Mayon Volcano (claimed to be the world’s most perfect cone) on the southern tip of Luzon in the Philippines, lies Legaspi (named after the Spanish conquistador who founded Manila in 1571), port for the export of copra, hemp, and coconut oil. This was the scene of the somewhat primitive loading shown on the back page of our September issue. First out of the ‘lucky dip’ this month is Mr W.J. Duyvené de Wit, at one time R.I.L. Manager in the Philippines. He writes that he and his family actually embarked on the Oldekerk from this ‘ramp’ in 1962 when he retired.



Stainless steel tanker fleet of the Waitowa Milkpowder Factory, which collects milk daily from nearby farms and is utilised in bulk transfers between factories.



Van der Hagen arrives at Auckland — milkpowder for Africa.

MILK

Powdered milk is an item which constantly appears New Zealand Service (see back cover of the June issue) from Mr Dawson Percival of Messrs. Russell & Sons, an important New Zealand commodity:—

New Zealand milkpowder is exported to some seven children in Japan, housewives in Hongkong, babies in India, Malaysia and the Philippines to the mainland of Africa — wherever high quality milk powder of the people, you will find milkpowder from the a

Anchor milk products are manufactured by the New Zealand Dairy Co., one of the largest dairy processors in the world. Its factories in the Waikato valley to the south of Auckland, have been manufacturing milk since the British colony. It was in the 1880's, following the arrival of the Maori, a fearless fighter, clashed with the militia) that the industry and gave rise to a dairy industry which was to prove a major source of the nation's income.

From those earliest days, Anchor products have become a staple in 1886 for the settlers of the nearby towns and mines in Australia, and with the advent of refrigerated shipping, the industry day takes over 90% of New Zealand's butter and cream.

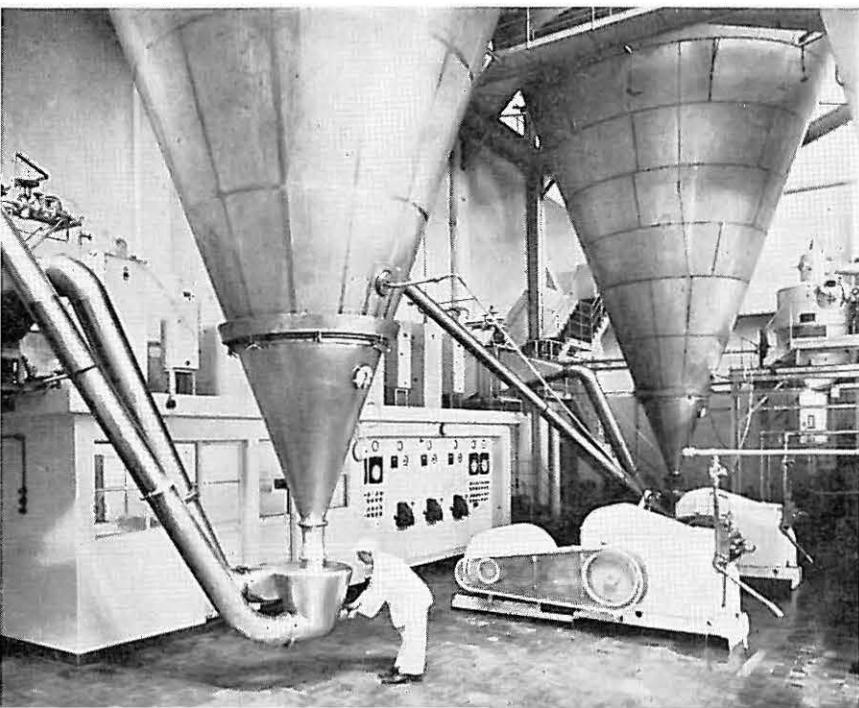
New Zealand's milkpowder also, up to the end of the 19th century, was exported to the United Kingdom but with the growing awareness of the needs of other peoples, New Zealand has focused her attentions on other markets. Milkpowders exported go to countries other than the

The New Zealand Coop. Dairy Co., whose 9,000 farms produce an annual output of butterfat, manufactures over 170,000 tons of milkpowders — close on 80% of the country's production. The powder exported from New Zealand is in the form of skim milk powder, small household tins to multiwall bags and bulk tins. A large tonnage of this powder is used in recombining plants for infant food, butterfat or vegetable fats and sold as liquid milk.

In addition to skim milkpowder there are a wide variety of products from the New Zealand Coop. Dairy Co., babyfoods of various types to meet the specific requirements of health authorities of the world. The factory manufacturing this powder is the largest in the world. The plant in the major plants in Europe and America. On a peak day the factory alone receives over a quarter of a million gallons of milk. It has a fleet of modern stainless steel milk tankers.

Royal InterOcean Lines have long been associated with Anchor milk products, firstly through the New Zealand Dairies and more latterly through the centralised Anchor Milk Marketing Board. Anchor milkpowder is as likely to be found in the ship's hold — a powder, along with that of other products, an ever-increasing part in the dietary patterns of many

In the Drying Room of the Waharoa Milkpowder Factory are the giant flumes and high pressure pumps used in the manufacture of skim milkpowder. Each flume rises some sixty feet above the factory floor and is capable of drying the concentrate skim milk at a rate of 5,000 lbs. per hour.





load — amongst other

VDER

*manifests of our ships sailing in the Africa-
l the New Zealand-East Asia Service. Here,
uckland, are some interesting facts about this*

rent markets throughout the world. School
n have come to know its distinctive flavour.
Indies, South America, Mauritius and the
is playing an ever-increasing part in the diet
s bearing the Anchor brand.

land Co-operative Dairy Company Limited,
ories, situated throughout the fertile Waikato
dairy produce since the earliest days of this
bitterly fought land wars (when the native
bushclad lands were opened up for farming
d grow, till today it accounts for one-third

own in many countries. First manufactured
llages, Anchor butter was later exported to
he United Kingdom, a market which to this

ond world war, was exported mainly to the
importance of milk in the diet of eastern
e markets, and today more than half the
ted Kingdom.

areholders produce one-third of the country's
y produce annually, including some 70,000
ut. By far the greatest bulk of the powder
rder packed in a variety of packages from
o one hundredweight capacity. The greatest
East, where it is combined with concentrated

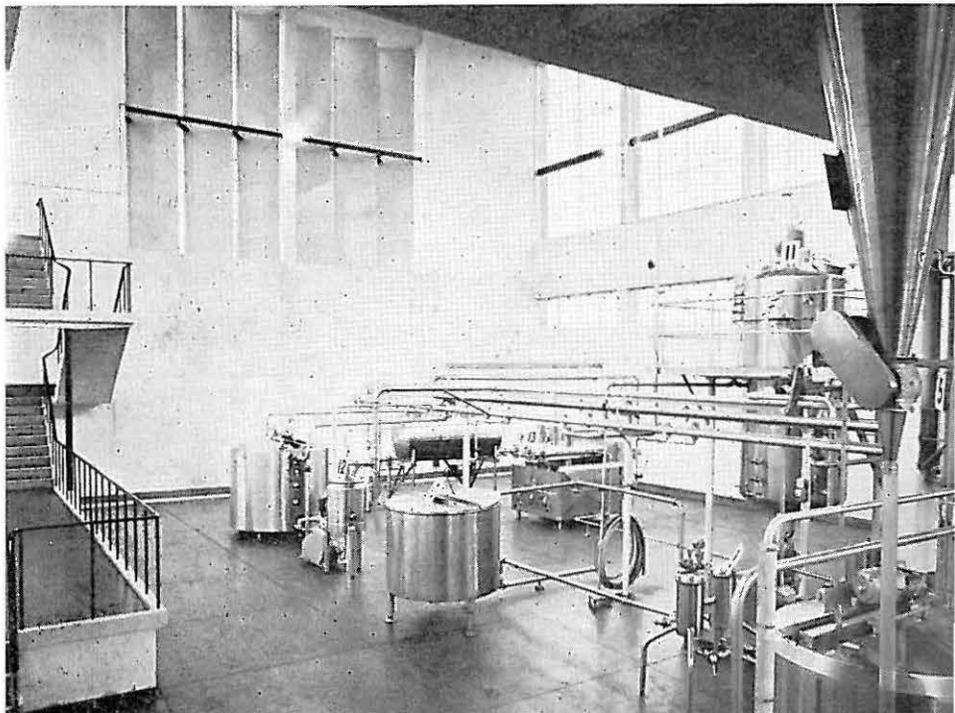
baby foods manufactured by the factories of
t and vitamin content, manufactured to meet
nents of the importing countries. One such
ntry, with an annual output in keeping with
the season (normally in October) this factory
ransported from the farms to the factory by

e dairy industry of New Zealand and more
ner subsidiary of the company, Amalgamated
of the New Zealand Dairy Production and
found in the tea cup at the Captain's table
ther dairying countries, destined to play an
emerging nations of the world.



Stainless steel separators of the Te Awamutu milk centre, each capable of separating 2,500 gallons of wholemilk per hour into cream for buttermaking and skim milk for powder manufacture.

A section of the experimental plant developed to assist meeting market requirements in the field of manufacture of a wide variety of dairy produce from skim milkpowder and concentrated butterfat, which is currently in use in Asian countries.





(1) The field set off towards Tai Tam. (2) Miss Li drew away from her fellows to finish Third. (3) Mr H.G. Brandt (HO ND), who has helped to organise for so many years, this year competed himself and is fishing for a check-tag to hand to Checker Versteeg. (4) Veteran A.H. Veltman and his 'sparring partner', Leung Shu Fan, kept together all the way, to finish 8th and 9th respectively.

1965 WALKATHON

"It has been an astonishing Walkathon!" said Mr Terwogt, when he addressed a cheerful convivial gathering at Mr Reyneker's house in Hong Kong on 6th October, and in many ways he was right.

This year's annual walking competition between HO and MH produced one of the biggest fields for some years, and a large crowd of supporters. The two HO men who clearly lead the walk from the start, eventually had to content themselves with Second and Third places, when an MH man passed them on that last gruelling 1½ miles uphill. Mr Fung Shiu Man won the race, but Mr Kan Kam Kwong got his revenge when he received the Veltman Cup from Mrs Reyneker on behalf of HO for the overall win.

The girl who had been in Hong Kong for the shortest time came in first, and a girl who is possibly the smallest in the whole Company came in second. A 62-year old man won a medal, but what will mark this year's event for everyone who saw him, was the prodigious feat of Mr J.C.J. Dreverman (HO Stores) who might fairly be described as 'carrying the weight of years': in his own imperturbable fashion he plodded round the long 12½ mile-course, finishing a good 20 minutes behind the last man and more

than 1¼ hrs behind the winner, to a real ovation from applauding onlookers.

Five men fell by the wayside, but some of the finishers showed clearly that Mr Terwogt was giving sound advice when he exhorted all participants next year to start training early and get themselves really fit for the race.

It was a good evening: CD, as usual, turned up trumps with refreshments, and no little thanks was due to Mr & Mrs Reyneker for the lavish use of their home by all concerned.

RESULTS:

Ladies

- | | |
|----------------------------|---------------|
| 1. Miss H. Uit den Bogaard | HO SD |
| 2. Mrs Angeli Chan | (陳瑤姿) HO Typ. |
| 3. Miss Lisa Li Lai Mai | (李麗薇) MH |

Gentlemen

- | | |
|----------------------|-------------------|
| 1. Mr Fung Shiu Man | (馮少文) MH |
| 2. Mr Kan Kam Kwong | (簡鑑光) HO FB |
| 3. Mr Wong Kwong Yan | (黃廣仁) HO Messroom |

(1) Mr R. Bakker finished Fifth, to applause from Managing Directors. (2) Mrs. A. Chan received her medal from Mrs Reyneker, watched by the winner. (3) Mr Terwogt, as President of the R.I.L. Sports Club, congratulates the winners, Mr Fung Shui Man (right) and Mr Kan Kam Kwong.



DIG THOSE CRAZY PHRASES!

Don't be baffled by the strange phrases you come across in business letters. Our old friend Mr Bob Aldridge (Sydney), gives the following simple explanations:—

Phrase	Explanation
Under consideration	Will have a shot at finding the file.
Being dealt with	Have found the file.
Pending	Either lost or in wrong file.
For action as necessary	Do you know what to do? I don't.
Please clarify	Are you nuts, or am I?
Please expedite	For heaven's sake, try!
Copy to Head Office	Serves you right.
Your attention is drawn to	Don't you ever read anything?
You will remember	You've forgotten, or you never knew.
Copy attached for reference	Expect you've lost the previous one.
Your reference blank undated	What, no filing system?
Not fully conversant	Completely clueless.
Through the normal channels	Round and round the mulberry bush.
In the very near future	Next year, perhaps.
Waiting your instructions	Make up your mind.
You will be advised in due course	We'll let you know after we've worked it out.

STAMP COLLECTORS AHOY!



20th July is the Marine Commemoration Day in Japan. Instituted in 1940, it is intended to commemorate the day in 1876 when Emperor Meiji returned to Yokohama aboard the "Meiji Maru" after completing the first tour of North-eastern Japan, thereby elevating the nation's interest toward the seas.

On this year's Marine Commemoration Day, a total of 24 million commemoration postage stamps were issued. The stamp shows the design of Meiji Maru with sea-gulls. It is printed by photogravure in four colours.

TEN YEARS AGO

1st November, 1955

R.I.L. MARRIAGE



Mr Chan Se Fun and Miss Irene Ho, both employed at the Personnel Dept. of the Hong Kong Headoffice,

married on October 23rd, 1955. Mr Chan works at the 'shore staff' section and Miss Ho at the 'floating staff' section. The R.I.L. Post tenders its congratulations to the young couple.

We are very happy to say that Mr & Mrs Chan are both still working in PZ. All those R.I.L.'ers who have made journeys from Hong Kong will have cause to be grateful to Mr Chan for his knowledgeable and efficient help over the formalities of travel. Our congratulations to both of them on the very first 'R.I.L.' Tenth Wedding Anniversary.

“ ZWAN SONG ”



This is how Onderdirecteur J.C. Zwan referred to his impending retirement when he was entertained by Managing Directors to a Farewell Luncheon on 12th October. Departmental Managers and senior members of the Administrative Division were present at Interocean House, Hong Kong to say goodbye to a man who, as Mr de Haan said, “has changed the meaning of the word ‘bookkeeper’ in our Company”.

Mr Zwan first joined the Company as a bookkeeper in Amsterdam in 1929 when he was only 18 years of age. After a five year stay there, he was transferred to Kobe; six years later he went to Djakarta as Acting Chief Accountant. The stay at Kobe had been very pleasant, with the exception of the time when there were severe floods: Mrs Zwan and the baby had to fly, and only three minutes after they left, the house collapsed.

When World War II started, Mr Zwan went by Tjisadane to New York, where he took part in the management of the J.C.J.L. office there. After the war, he returned to Djakarta and shortly afterwards made a business trip along the China Coast. When the Company's Head Office was

transferred to Hong Kong, Mr Zwan was placed in charge of the Finance & Accounts Department, and in 1947 was made Chef van Dienst. After research by efficiency experts in 1955/6, he became ‘onderdirecteur’ of the administrative division.

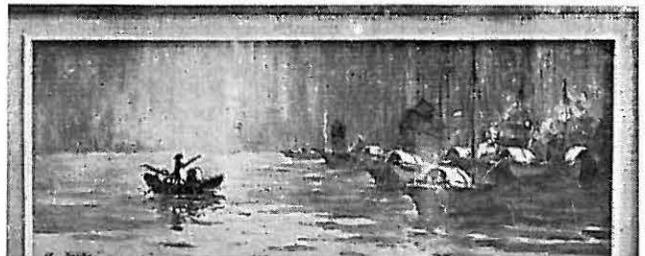
Mr de Haan said that it was not a pleasant task to make a farewell speech to Mr Zwan, but the Company was happy that the Zwan family was still represented, via the female side (Mr Zwan's daughter is married to Captain Legemaate)! The administrative division had been founded by Mr Zwan and — thanks to his ability and efforts — it had become one of the three main pillars of the Company. As a superior, he was not always easy, but he was ever-ready to stand up for his employees and give them his backing. As an adviser, he had a knack of putting his finger on sore spots. This was one of his greatest assets, for which he was well-equipped with commercial insight and professional skill.

Speaker concluded by thanking Mr Zwan, on behalf of the Board of Directors and his colleagues, for all he had done for R.I.L., and wished him a pleasant trip to South America.

In his reply, Mr Zwan mentioned that when he joined the Company there were only thirteen vessels. Back in 1936 he had been writing the yearly balance figures in the balance book himself. Nowadays, there were 37 owned vessels and all the figures had increased accordingly; this was reflected in the administrative division, which had become, not merely a bookkeeping unit, but an integral part of the Company's policy. He hoped that it would continue to go on helping future development and would be always a useful tool of management. What had been achieved had only been possible through the cooperation of the whole staff — from high to low — and he particularly thanked Mr van Zuylen and Mr Willems for their great help.

Mr Zwan finished by saying that he did not leave Hong Kong altogether with sadness: though many good friends would be left behind, yet there were many new things to anticipate. He thanked Managing Directors for the confidence they had always given him, and concluded by hoping that R.I.L.'s future would be as good as last year.

There were several parties in October, at which everyone had the opportunity to say Goodbye to Mr Zwan. On one Saturday morning, the whole Administrative Division met in the big messroom on the top floor of Interocean House to present him with a farewell present — an oilpainting of Chinese junks — which will eventually hang in the house which he intends to build in Holland.



GOODBYE CAPTAIN KLEIN

There was a warm welcome for Captain H. Klein at Interocean House, Hong Kong when he came ashore from the Tegeberg for the Farewell Luncheon given to him by Managing Directors.

In his speech, Mr Reyneker regretted that no records remained of the Captain's career in the pre-war period. It was very unfortunate because it had covered a not inconsiderable number of years, those important early years in a man's career when his whole service may be affected by impressions received. In this formative period there had, of course, been pleasant and unpleasant experiences; the latter would have included the less favourable accommodation, comparatively low wages and slow promotion, but were more than offset by a sense of companionship and adventure which made for a very happy atmosphere in those pre-war days. During the war, Captain Klein had been on board Tjikarang when the ship was scuttled in 1942 at the request of the Netherlands Naval Authorities. The rest of the war he had to spend in a prison camp.

Captain Klein was a very pleasant man whose cooperation with shore staff had made him many friends. Indeed, he was a man who had a particular feeling for the right type of cooperation between ship and shore. He had always been open to suggestions and ready to go halfway to meet them. The whole 'family Klein' were well-known to other R.I.L.'ers because Mrs. Klein had lived for many years in Singapore, as well as Hong Kong. The Captain was particularly understanding of younger officers and of problems of personnel which arose on board ships. This had been well demonstrated on board Maetsuycker in 1960, amongst other occasions, when some trouble with crew was avoided, due to his quiet action after impartial investigations.

Leaving service and a seagoing career, and going back to a new life on shore, of course, gives a man some sentimental moments. However, Captain Klein was a lucky man because he had a very happy family; in fact he was going ashore only just in time, because his elder daughter was going to be married soon and 'will transfer to another command'! So saying, Speaker concluded by wishing



Captain Klein a happy and successful future in his home at Baarn.

In his reply, the Captain compared his pleasant seagoing time with a voyage, saying 'It has been a good trip'. He then proposed a toast to the future prosperity and happiness of R.I.L.

FAREWELL CHIEF ENGINEER MEYER

Chief Engineer J.R. Meyer, who has just retired in the Netherlands after thirty-five years' service, had a wealth of experience on many of the Company's ships, from the old Tjisaroea in 1930, through a long line of 'TJI' ships to his very last vessel, the Straat van Diemen. World War II caught him on leave in the Netherlands, but he was back again directly afterwards.

Through various circumstances, it was unfortunately not possible for Managing Directors to give Mr Meyer the customary Farewell Luncheon. On behalf, therefore, of all R.I.L.'ers who recall his many years of excellent service and know him as the extremely kind and understanding man he is, we wish him a happy retirement and send our best wishes for the future.

COMPANY



GOING NATIVE?

When Mr F. de Jong retired from our Amsterdam office in 1961, he settled down on the island of Texel, in the north of Holland. This photograph (received from an anonymous source) shows that both he and his wife are making themselves thoroughly at home there!

PERSONALITIES

Mr W.M. de Haan, Managing Director, returned to Hong Kong from Home Leave on 1st October. From 8th to 11th October, he paid a short visit to Japan to take delivery of m.v. Straat Fushimi.

Mr D. Reyneker, Managing Director, left Hong Kong for Home Leave on 27th October.

Jhr. C.L.C. van Kretschmar, General Superintendent, accompanied by **Mr C.W. Jeremiase**, Superintendent Engineer, made a visit to Amsterdam via Osaka in September/October. **Jhr. van Kretschmar** then left for Australia via Penang and Singapore on 14th October.

Mr E. Willems returned to Hong Kong from a business trip to S. America after his Home Leave on 14th October, and took over again as Manager of the Audit & Control Department.

FAMILY NEWS

Weddings

In Hong Kong, Mr Tam Wing Chu (HK HO FB) to Miss Ho Heung Mei on 24th September.

New Arrivals

To Second Officer D.A.P. Algra (on leave) a daughter, Astrid Brigitte, at Heiloo on 2nd September.

To Mr Lee Kwai Ching (HK HO TD) a son, Lee Wai Kay, on 6th September.

To Drs. S. Bakker (HK HO Planning) a son, Frits Willem, at The Hague on 5th October.



PRESENTATION

Last month we published a photograph of the presentation to Captain Weemaes by the officers of Boissevain. Here is the crew's present.

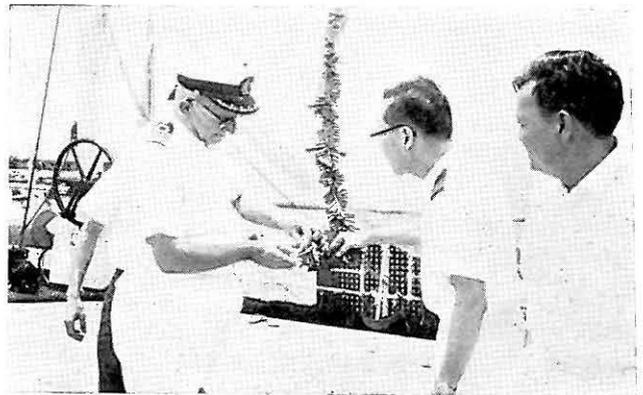
紀念品

當寶樹雲輪船長胡馬士退休時，該輪之伙長及全體船員舉行聯歡晚會，以歡送胡馬士先生，並贈送一珍貴紀念品，以資紀念。

寶樹雲輪之大買辦唐禮及二買辦黎劍秋分別站於船長之

兩傍以協助船長捧持一模型船隻，該模型乃為寶樹雲輪船員贈與船長之紀念品。

第二張照片，乃胡馬士船長燃點爆竹，預祝該輪及其本人幸運。



AULD LANG SYNE



The gay well-behaved party of young Japanese students — both girls and boys — who left Japan on board Tjiluwah in July (see September issue) made the very most of their time on board.

Their accommodation in the Third Class became a rendezvous for dances, sports, and sing-songs, to which other

passengers and ship's officers were invited. As Captain Jochems said: "We all sang merrily along".

The photograph shows that it was a real get-together for all concerned and must certainly have contributed to make this second 'study-and-goodwill' tour a success.

TRAVELLERS IN CHINA

赴中國旅行者

On the quayside at Hsinkang, Mr Terwogt, accompanied by Mr Bouvy, Manager for Hong Kong & China, surveys a familiar shipping scene during the course of his trip through China.

In Shanghai Railway Station, they were photographed with (right) Mr K.L. Lee (HK MH), (left) Mr Tung (China International Travel Service) and Mr Chen Hsu-Lu (Manager C.O.S.A., Shanghai).

此照片乃本公司香港及中國區經理鮑偉先生陪同戴獲先生赴中國旅行時，在新港碼頭俯覽有關船務景物時所攝。

下圖乃彼等與本公司香港分行李國樑先生（右）國際旅行社董先生（左）及上海中國外輪代理公司經理陳學儒先生攝於上海火車站。



IN MEMORIAM

It is with much regret that we have to announce the deaths after long illnesses of two crew members:—

No. 1 Laundryman Li Chuk Lam at the Canossa Hospital, Hong Kong, on 22nd September.

Mr Li, who was 51 years old, first joined the Company in 1962 aboard TJILUWAH. He was hospitalized in Singapore from STRAAT BANKA and repatriated to Hong Kong on board TJIBANTJET. His excellent command of English, and his quiet, pleasant personality had made him many friends, who will much miss him.

Our deep sympathy goes to his wife, two sons and one daughter.



洗衣員李竹林，於本年九月廿二日在香港嘉諾撒醫院逝世，享年五十一歲。李君於一九六二年加入本公司「芝利華」輪任職。本年七月當彼服務於「士打賓加」輪時，曾因病留醫於星加坡，後轉乘「芝萬捷」輪返港。查李君生前和藹可親，其英文亦甚有修養。今一旦去世，曾與李君共事者，無不痛惜。

本刊對李君之妻子及遺族寄予無限同情。

謹以沉痛之情宣佈兩位海員因病逝世之消息：—

Steward Sr Tsang Fat, aged 55, at the Canossa Hospital, Hong Kong, on 10th October. Mr Tsang had served continuously on TJISADANE and TEGELBERG since 1953. He was a quiet, conscientious man, who took his duties seriously and was able to get on well, both with passengers and with his fellow-workers.

Our deep sympathy goes to his wife and daughter.



侍應生曾發，於本年十月十日在香港嘉諾撒醫院逝世，享年五十五歲，曾君於一九五三年加入本公司服務，先後在「芝沙丹尼」輪及「德基堡」輪任職。曾君生前為人沉默寡言，忠於職守，深為乘客及各同寅稱許。今一旦去世，令人嘆息不已。

本刊對曾君之妻女，寄予無限同情。

PERSONNEL

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain D. Kuiken, Master of m.v. Straat Cook, was posted to HK HO ND.
 Chief Officer J.H. van Dijk was posted to m.v. Straat Cook as Acting Captain.
 Acting Chief Engineer J.J. Kalkhoven of m.v. Tjipanas was posted to m.v. Straat Colombo.
 Chief Engineer A. E. Saman of m.v. Straat Colombo was posted to m.v. Tjipanas.
 Chief Engineer M.G. de Wever of m.v. Straat Torres, went on intermediate leave.
 2nd Engineer A.J. Pruyssers was posted to m.v. Straat Torres as Acting Chief Engineer following home leave.

TRANSFERS SHORE STAFF



Mr J. Frieszo, Acting Adj. Chef, was transferred from HK HO to Yokohama (Management).
 Mr W.F.C. Koster, Employé, was transferred from HK HO to HK MH.

PROMOTIONS



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

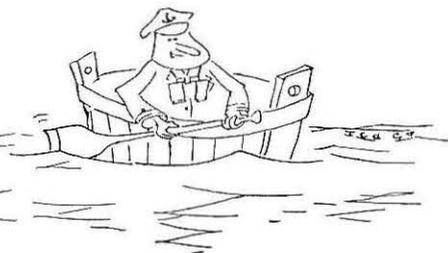
Mr J.H. Burger	retroactive per	16-8-65
„ B.H. van Lom	„ „	16-8-65
„ N. Poort	„ „	16-8-65
„ J.H. Strijers	„ „	16-8-65
„ H.S.J. Vellinga	„ „	16-8-65

LEAVING (OR LEFT) SERVICE



Mr E. Veres	3rd Officer	own request
„ M.B. de Vries	„ „	„ —
„ H. Roorda	Employé	„ —

PERSONNEL



NEW PERSONNEL

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

Mr G.J. den Hollander	4th Officer
" S. Rendering	" "
" L.A.A. Barendregt	5th Engineer
" H.F. Eshuis	Appr. "
" P.L.Ph. Otter	" "



Mr H.P.J. van Saagsvelt	5th Engineer
" F.H. Sixma	" "
" Th.C. Smakman	" "
" C.F. von Stein	" "
" H.C. Versluis	" "
" A.Th.M. van de Walle	" "
" J.K. van Zalinge	" "
Miss W.C. Bastiaanse	Secretary
Mr K.A. Wolhuis	Employé

Those who returned are:

SUCCESSFUL EXAMINATIONS

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

Mr G. de Koning	3rd Officer	II	14- 9-65
" P. van Leeuwen	" "	II	13- 9-65
" H.W. Lijding	" "	II	24- 9-65
" J.S. Versteeg	" "	Th.II	27- 9-65
" W.Th. Broeder	4th "	Th.II	20- 9-65
" L. Ingenluyff	" "	Th.II	28- 9-65
" H. Soetekouw	" "	II	17- 9-65
" H.K.Ch.B. Veenhuysen	" "	Th.II	17- 9-65
" F.L.N. van der Ven	" "	II ±	4-10-65
" J.Th. van Voorthuizen	" "	II	14- 9-65
" C. Ligtenberg	3rd Eng./Electr.	B	14- 9-65
" A.J.J. Bijman	5th Engineer	A	13- 9-65
" J.H. Burger	" "	ASW	16- 8-65
" S.B. Groen	" "	A	29- 9-65
" P.L. Kuzec	" "	A	13- 9-65
" B.H. van Lom	" "	VD	16- 8-65
" N. Poort	" "	ASW	16- 8-65
" J.H. Strijers	" "	ASW	16- 8-65
" H.S.J. Vellinga	" "	ASW	16- 8-65



Mr B.G. Coops	Chief Officer	posted to
" A. van Os	" "	m.v. Str. Soenda
" A. Veldman	2nd "	" Tjitarum
		" Hollands Diep (Supercargo)
" B. Anthonissen	3rd "	" Str. Cook
" M. van Dorssen	" "	" Tjiwangi
" G. de Koning	" "	" Str. Soenda
" R.G.A. Steenvoorde	" "	" Tjitjalengka
" E. van Went	" "	" Str. Torres
" Wiebe Verbaan	" "	" Str. Fushimi
" W.Th. Broeder	4th "	s.s. Tjipondok
" L.G.F.L. Glaubitz	" "	m.v. Str. Torres
" H. Soetekouw	" "	" Str. Colombo
" F.L.N. van der Ven	" "	" Str. Fremantle
" S. Brouwer	2nd Engineer	" Tjiliwong
" C. Ligtenberg	3rd Eng./Electr.	" Tegelberg
" F. Koop	4th Engineer	s.s. Tjikampek
" M. de Beijl	5th "	m.v. Str. Malakka
" A.J.J. Bijman	" "	" Str. Fushimi
" P.M. Coenders	" "	" Str. Clement
" N. Filius	" "	" Str. Bali
" P. Geertse	" "	" Tegelberg
" P.L.C. de Kunder	" "	" Str. Fushimi
" G. Rietveld	" "	" Tjiluwah
" M.F. Termohlen	" "	" Boissevain
" E.J.B. Verschuren	" "	" Str. Torres
" D. Werner	" "	" Str. Fushimi
Ir E. van 't Sant	Adj.Chief	HK HO
Miss F.C.W. van der Windt	Secretary	HK HO
Mr P. van Andel	Employé	Durban
H.W.R. Baron van Tuyll van Serooskerken	" "	HK HO

LEAVE

The following personnel went on leave:

Mr J.J.E.M. Bruyn	Chief Officer
" D.B. den Braber	2nd "
" A. van de Grift	" "
" E.C.M. Jansen	" "
" J.A. van Laer	" "
" J.L. Nobels	" "
" R.B. de Vries	" "
" R. van Willigenburg	" "
" J.P.H.M. Breuls	3rd "
" J.C. van Veen	" "
" A.F. Roskam	2nd Engineer
" J. van Dуйn	3rd "
" R.R. van Geest	" "
" V.M. Adels	4th "
" H.K. van Bijleveld	" "
" J.J.G. Rijnders	" "
" J. Sizoo	" "
" J.C. Andriessen	5th "
" J.H.M. van den Beemt	" "
" D.G. van Bennekom	" "
" L.J. Botzen	" "
" J.H. Brouwer	" "
" C.F.H.G.M. van den Goorbergh	" "
" A.J. van Klaveren	" "
" F.G. Krap	" "
" C.D. van Lienden	" "
" A.A.M. Peeters Weem	" "
" A.W. Pruden	" "
" P. Rolsma	" "



IN MEMORIAM

Mr J. Kleyn in Australia on 23rd September. He served first with K.P.M. and then R.I.L. until 1952 when he retired as Chief Engineer.

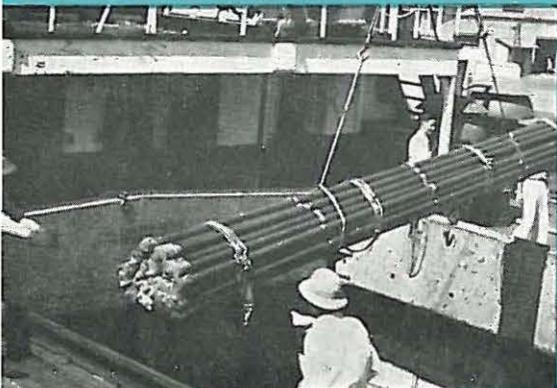
SHORE LINES

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 — November". 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 December 15th. The winner will be announced in the January Issue. See page 209 for the winner of September's Competition.

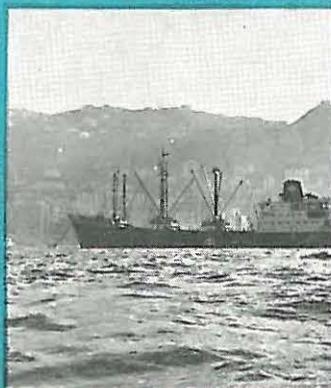
CARGOES

What and Where

STEEL PIPES



STRAAT MAG



A
S
A
S

Manufactured in Japan, loaded in Kobe, and carried in the Far East-Africa-South America Service to Port Lou

SHORE LINES

(see inside back cover)

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