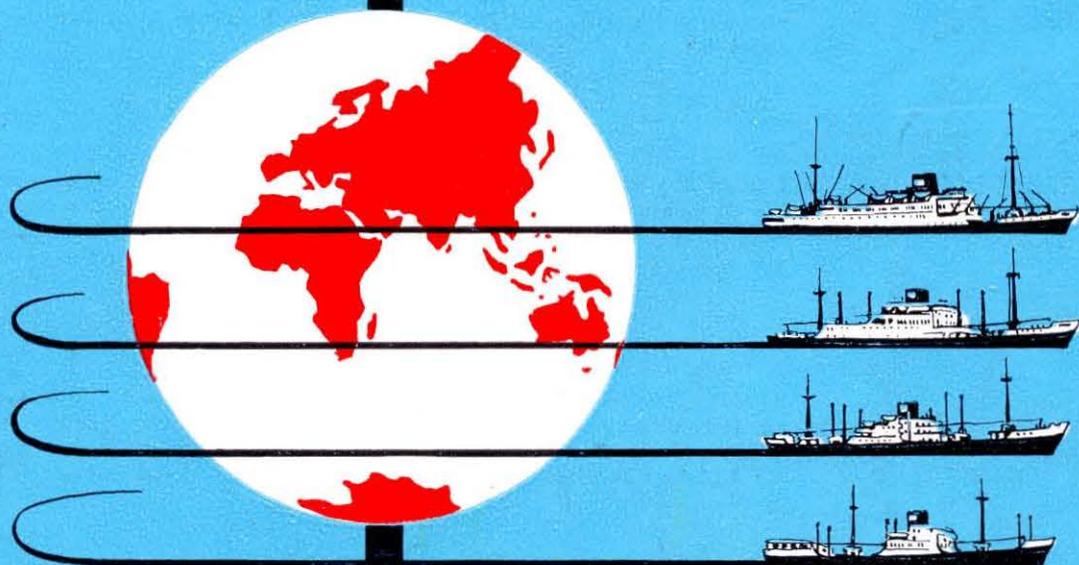




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. XIII. No. 6. June, 1966

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JUNE 1966
VOL. XIII. NO. 6



R.I.L. Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG

HIGH HONOUR

We announce with great pleasure that on 30th April, on the occasion of her birthday, Her Majesty Queen Juliana of the Netherlands, was pleased to appoint Mr W.M. de Haan, Managing Director of R.I.L., Officer in the Order of Oranje-Nassau. The presentation was made by the Netherlands Consul-General in Hong Kong, Mr H.M. van Walt van Praag.

R.I.L. Post sends its congratulations on behalf of the whole Company.



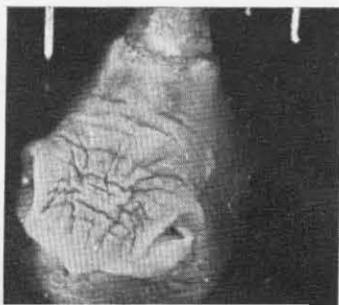
WHO'S FOR GOLF?

See page 106 for an account of the world's largest ship.



GUESS WHAT!

pages 108/9



From the Editor

We have pleasure this month in introducing to you Miss M. Thorburn, who has been appointed Assistant Editor.

MAIDEN VOYAGE

As this issue comes out, Straat Fiji will be completing her west-bound voyage in the ASAS. A maiden voyage is always something of a triumph for everyone connected with a new ship. From the draughtsman who made the first drawings to the youngest crew-member on board Straat Fiji, we know that there will be tremendous pride and satisfaction in this latest addition to the R.I.L. fleet. See pages 104 and 117 for accounts from Japan, and pages 110/11 for some details of a very special present.

CHINA SEAS RACE

The truly international interest in this yachting event was shown this year when the sails were hoisted in Hong Kong; from Muiden (Netherlands), Yokohama, Manila and Hong Kong, two Dutch, two Japanese, four American, one Swiss, one Swedish and three British boats were entered. See pages 112/4 for the promised account from an R.I.Ler.

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

THE HOUSE OF ORANGE



Photo: ANEFO

It is quite some time since we last had a picture of the Royal Family in one group, so we are pleased to publish the happy photograph taken in September, 1965.

On the left is H.R.H. Crown Princess Beatrix with the then Mr Claus von Amsberg, to whom she was so recently married. Her Majesty Queen Juliana of the Netherlands, who is in the centre, celebrated her birthday on 30th April, and H.R.H. Prince Bernhard (on the right) will be 55 years old on 29th June. Next to the Queen is her youngest daughter, H.R.H. Princess Christine, and next to her is H.R.H. Princess Margriet, goddaughter of the Netherlands Merchant Marine, and her fiancé, Mr P. van Vollenhoven.

FLEET FACTS

As the present serious congestion at Mombasa shows no early signs of abatement, it has been decided to prolong the voyage duration of the China East Africa Service (CHEAS) by one month. As a result, the time charter of **m.v. Schouten** will be continued for another roundtrip in this service.

m.v. Roggeveen will also continue in charter up to around the end of this year.

As originally envisaged, **m.v. Van Heemskerck** will be the first vessel to be jumboized, albeit one month earlier. The new 'Straat Lemaire' will give her first sailing in the CHEAS in December 1966.

m.v. Van Linschoten will continue in the Australia-Latin America Service (AULAS), giving the second sailing in June from Australia.

m.v. Straat Chatham, on completion of a westbound voyage in the Far East-East Africa Service (EAFS), will enter the East & South Africa-Australia Service (ESAAS) in East Africa in September.

m.v. Straat Malakka will be transferred from the ESAAS to the Africa-New Zealand Service (ANZS) in Africa in September.

m.v. Van der Hagen, on completion of her westbound ANZS voyage, will load in Africa for the Far East and subsequently make the October CHEAS sailing from China.

The Japanese, fully-refrigerated **Banshu Maru** No. 37 (3,625 T.D.W., 150,000 cu.ft.) has been time-chartered to assist in the frozen horsemeat traffic from Buenos Aires to Japan. The vessel will be delivered off Las Palmas about the middle of June and is expected to be redelivered in Japan at the end of the eastbound voyage.

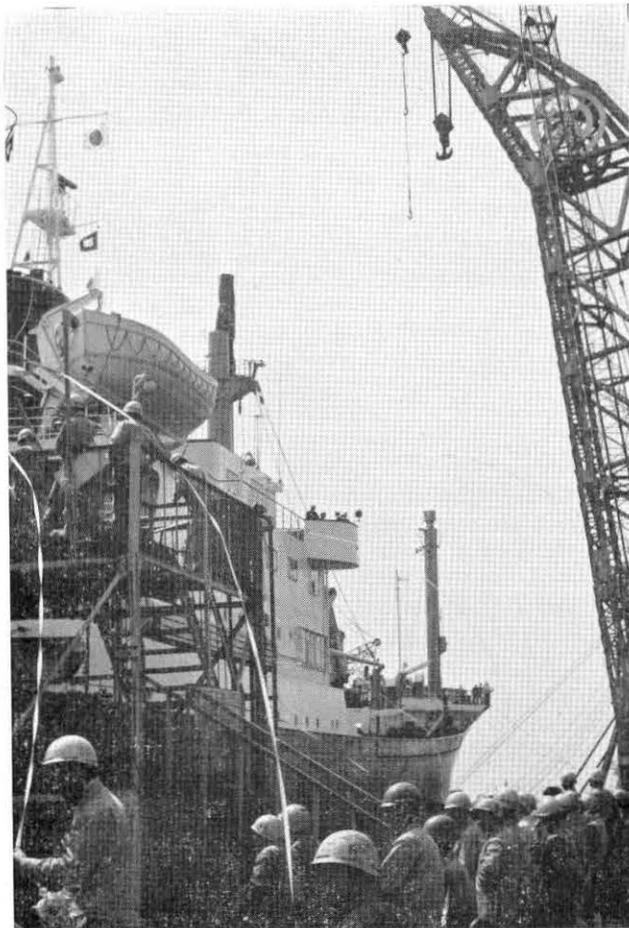


Straat Fiji sails under R.I.L. colours.



Mr van Kretschmar and Mr Sanji conclude the signing formalities.

Dock workers hold streamers as the new ship makes ready to leave.



ANOTHER FINE SHIP

The third of the three ships to be built by Messrs. Hitachi for R.I.L., STRAAT FIJI, was delivered fully completed and in excellent condition on 26th March at their Sakurajima Dockyard. Mr C.L.C. van Kretschmar signed the documents on behalf of the Company, and Mr Sanji for Hitachi.

After the ceremony of replacing the Hitachi flag with that of R.I.L., a luncheon party was held for everyone concerned. There was a general feeling of satisfaction at the smooth way in which the work had gone forward in the building of this ship, and in his speech of thanks, Mr van Kretschmar expressed his great admiration for the way in which the Hitachi staff had devoted themselves to the vessel. In Japan, three is considered a lucky number, a happy omen for the conclusion of the contract. He also thanked the surveyors and the R.I.L. staff for the hard work they had put in, and concluded by wishing Captain Schröder and everyone on board God Speed.

Last month we published a photograph of the new ship at sea. On board is a very special old map—see pages 110/1.



Captain W.H. Schröder, Chief Engineer J.G. Mayoor and Chief Officer J. Haitsma join in good wishes at the luncheon party.



The new Chogin Building.

NEW OFFICE AT NAGOYA

Exactly in the business centre of Nagoya is R.I.L.'s new office. After having conducted nine years of business at the Nippon Express Building, a move was made on 20th March to the new premises in Chogin Building. This building was completed in February, under the supervision of the long-terms Credit Bank of Japan (*Choki Shinyo Ginko* — Chogin Bank), and is situated at the intersection of two main streets, Sakura-dore and Fushimi-dore, which connect with the harbour and railway network (Nagoya station).

On 2nd April, an introduction party was held by R.I.L. at the Hotel Okura Restaurant, newly-opened in the basement of the Chogin Building, to which 150 guests were invited. The former Nagoya managers, Mr Sakurai (now Manager, Osaka), and Mr Yoshioka (now Manager, Tokyo Agents) were there to assist Mr Yoda as hosts, and we hear that the party was a great success.

Manager M. Yoda (left) with former Managers M. Yoshioka (centre) and M. Sakurai.



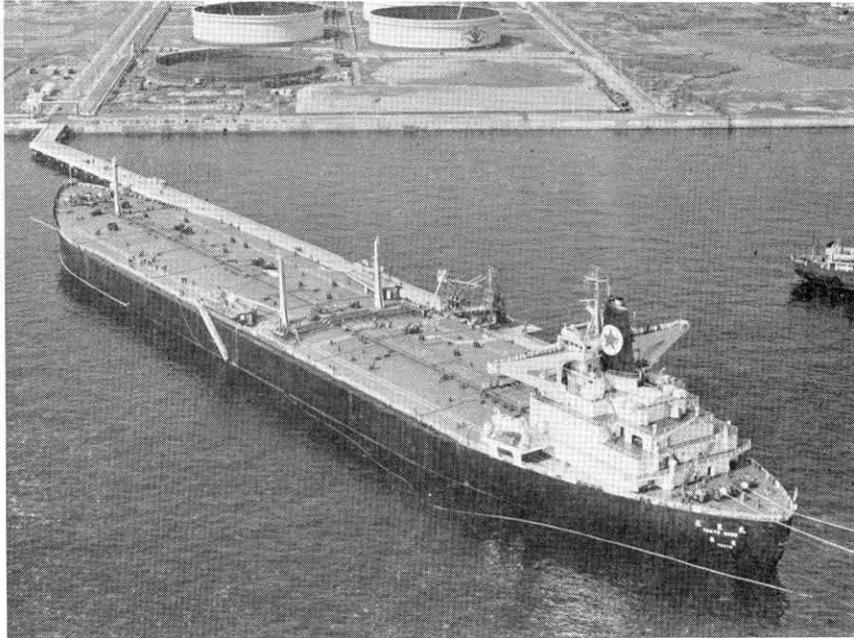
SHORE LINES

Ancient prisons are perhaps not the most eye-catching of landmarks: hence we must congratulate Second Officer W.J.A. van Alebeek (Straat Lombok), who submitted the only correct solution to our April competition.

The port is Fremantle and the prison is known as the 'Round House'. It is the earliest jail in the town and was built by the prisoners themselves. The tunnel beneath was constructed to give access from the original wharf to the lower or western end of the town.

Inside R.I.L.'s office.





145,500 TONS IN ONE TRIP!

A report by Area Correspondent Y. Nagashima (Yokohama)

The "Tokyo Maru"—the world's largest ship—arrived at Yokohama on 22nd March, having completed her maiden voyage to pick up 145,500 tons of crude oil from Saudi Arabia.

The particulars of the "Tokyo Maru" are as follows:

Builder : Ishikawajima-Harima Heavy Industry
 Owner : Tokyo Tanker Co.

L.O.A. : 306.5 m
 Width : 47.5 m
 Depth : 24.0 m
 Max. draft : 16.0 m
 Deadweight : 150,000 LT
 Main Engine : I.H.I. turbine engine
 30,000 HP 97 R.P.M.
 28,000 HP 95 R.P.M.
 Speed : 17.08 L/T (full load)

TEN YEARS AGO

1st June, 1956

ESAAS

Apart from s.s. "Japara", also m.v. "Tjisondari" will effect a westbound ESAAS-sailing in August; the ship is expected to leave Melbourne for Durban on 8th August, whilst "Japara" will load for Mauritius and British East African ports.

ESAAS-sailings for the coming months will be effected by:

"Japara" — early June	} Africa/Australia
"Roggeveen" — end August	
"Straat Cook" — October	
"Japara" — early August	} Australia/Africa
"Tjisondari" — " "	
"Roggeveen" — October	
"Straat Cook" — December	

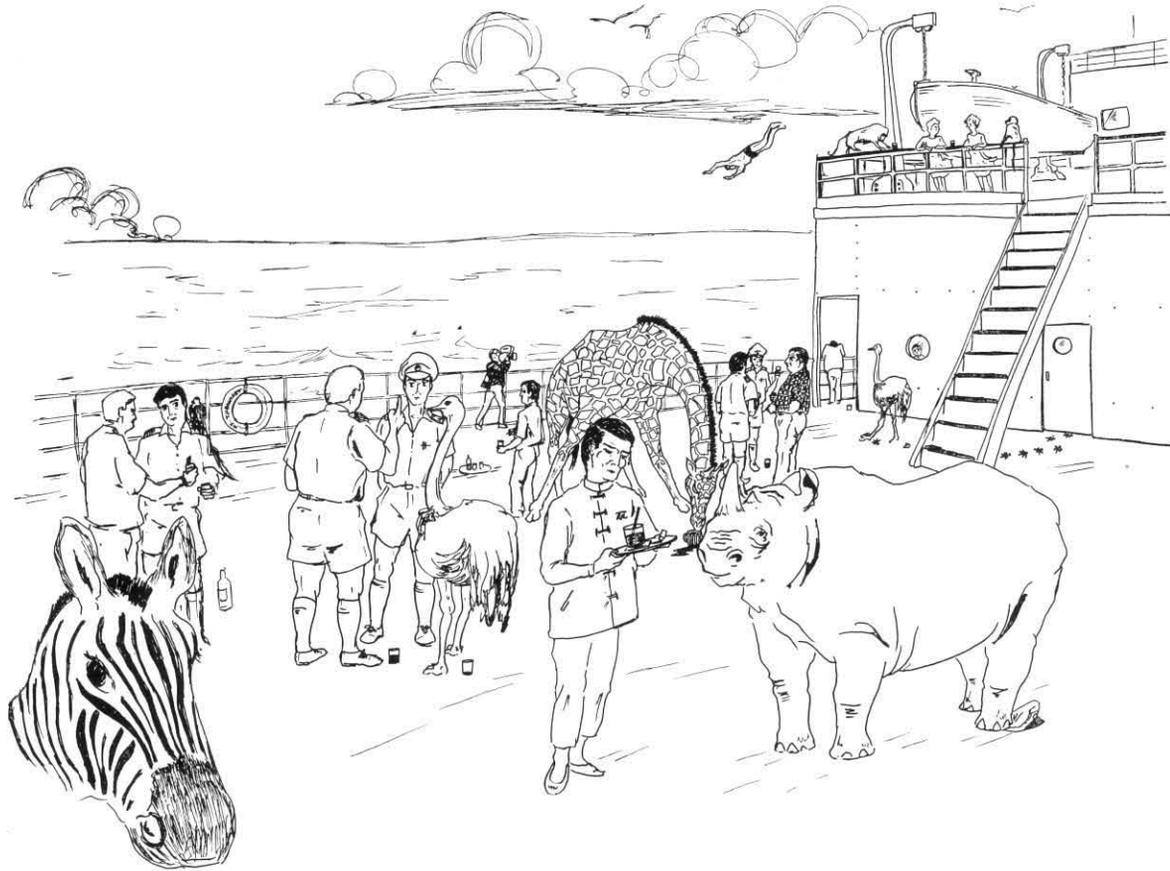
The Tokyo Maru's bridge-house is very high so that long visibility may be secured from the bridge. The bridge-house consists of, from top: navigation bridging, captain's bridge deck, upper bridge deck, officers' deck, engineers' deck, boat deck and upper deck.

All equipment to operate the heaviest ship is big too: her anchor weighs 17 tons, her chain diameter is 12 cm and her windlass capacity is 53 tons.

The world's largest tanker's upper deck is very vast, flat and long. You can play golf there, but par may be four. She needs some 4,000 metres to stop herself from full speed.

It seems a very few years since we were gasping at the idea of a ship of 100,000 tons. Now we have just seen a report which says that, in theory anyway, there is nothing to stop the building of a ship of 500,000 tons — except maybe some new ports?

'THE BIRDS AND BEASTS WERE THERE'



"And another thing, 3rd Officer, when I said 'Invite everyone to the party' I did not mean the animals as well!"

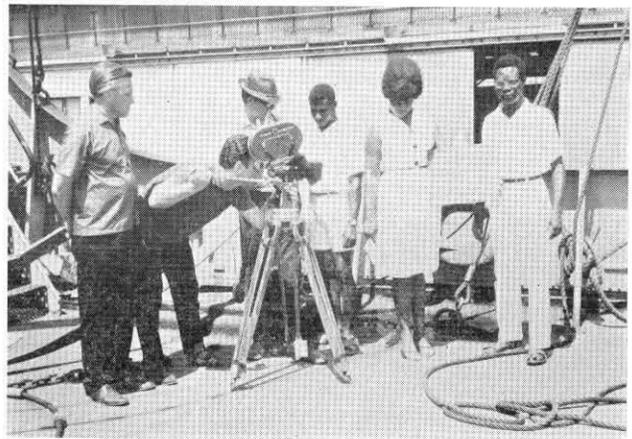
Drawn by Mr Stoneman of the British American Tobacco Film Unit for Second Officer R.H.M. Teulings of Tjibantjet — See pages 108/9.

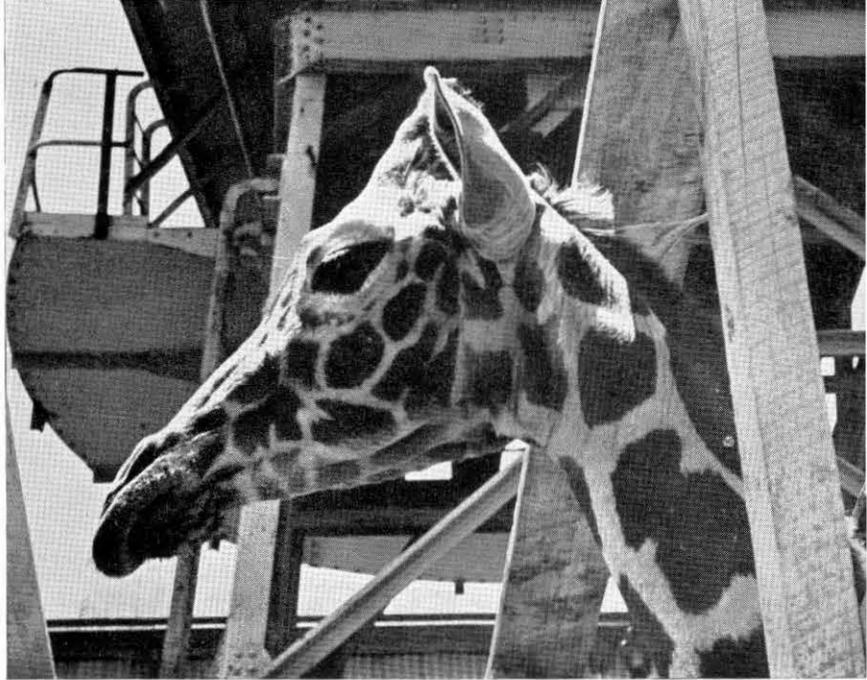
FOCUS ON COCOA

We hear that a film unit was on board *Straat Magelhaen* in February, when the ship was lying at Tema, Ghana. This photograph by Cargo Clerk Chan Kai Tong shows Mr John Dooley of Armada Productions, London, directing a shot in the film "This is Ghana". Apparently, the shipping sequence was in connection with the loading of cocoa beans. There was certainly a large quantity aboard our ship.

STOP PRESS

A brand-new Swedish ship has been time-chartered for one ASAS trip from South America to the Far East. The *LEMNOS* (9,300 S.D.W., 419,100 cu. ft. balespace, including 54,350 cu. ft. refrigeration) will be delivered in mid-June, 24 hours after leaving Goteburg, and is expected to be re-delivered in Japan at the end of August.





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1. *Disdainful film star.*

2. *World-famous game hunter Carr Hartley supervised loading with Captain Ineke and zookeeper Abdul Rahman Bin Mat.*

3. *Camerman Arthur Wooster was one of the three in the B.A.T. unit which filmed the animals from Kenya to Malaya.*

4. *Looking on with interest, Members of the Singapore Trade Mission, in Mombasa on the day of shipment, with Assistant Harbour Master Captain J.W. Harwood (left).*

5. *Floating zoo - Tjibantjet, sailing in the Far East-East Africa service (EAFS).*

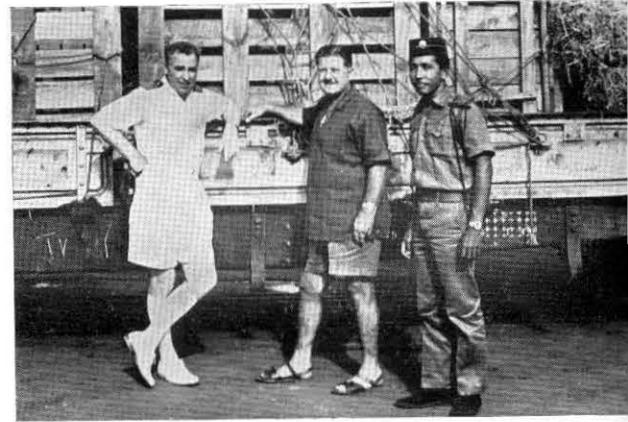
6. *"I rather like this ship!"*

7. *Baboon behind bars - an interested spectator.*

8. *Disembarkation at Port Swettenham for a road journey to Kuala Lumpur.*

Photos: British American Tobacco Company and Captain Ineke.

2.

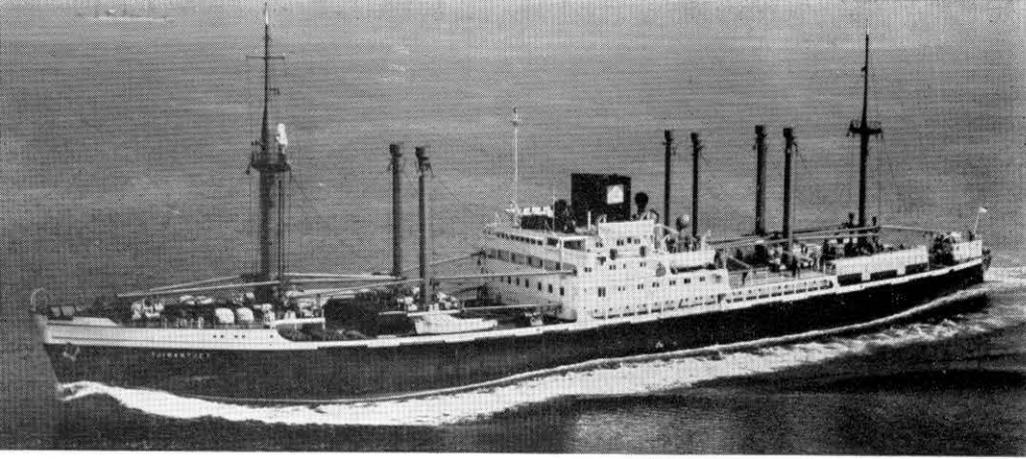


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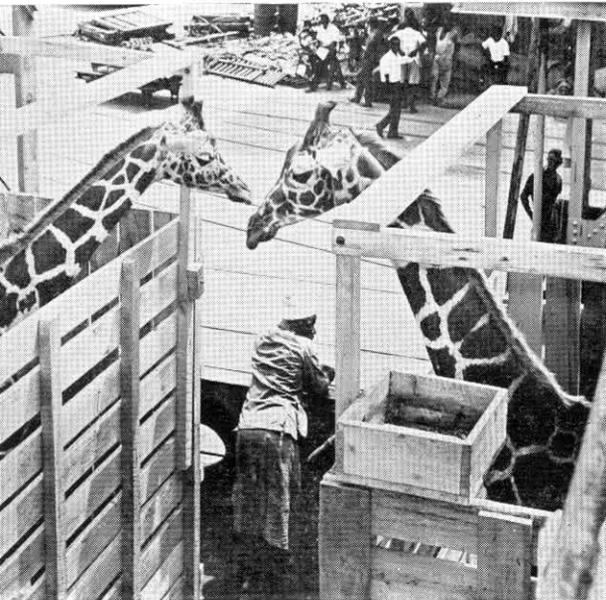


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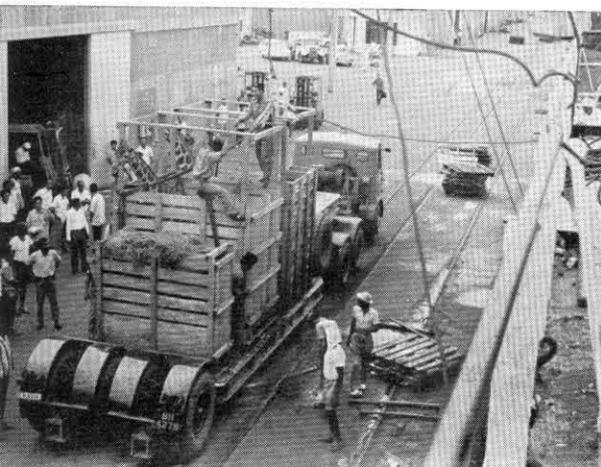
In March this year, TJIBANTJET became a floating zoo! She left the port of Mombasa with an assorted collection of African wild life on board. Bound for Kuala Lumpur were 4 zebras, 3 baboons, 8 crested cranes and 4 secretary birds, and for the more temperate climes of Japan, one black rhinoceros, 3 zebras and 10 ostrich chicks.

But this was no ordinary shipment of animals, for amongst their number were two film stars — the tall haughty giraffes who arrogantly surveyed all proceedings from their specially constructed crates. The animals were a gift from the British American Tobacco Company in Kenya to the Malaysian National Zoo in Kuala Lumpur and the subject of a short publicity film. A team of three camera men were assigned to filming the giraffes, first in their wild state in the beautiful National Parks of Kenya, then their subsequent capture and transportation in TJIBANTJET. The two prima donnas were in the special personal care of Malayan zookeeper Enche Abdul Rahman Bin Mat, and left at Port Swettenham with the rest of the animals for Malaya.



7.

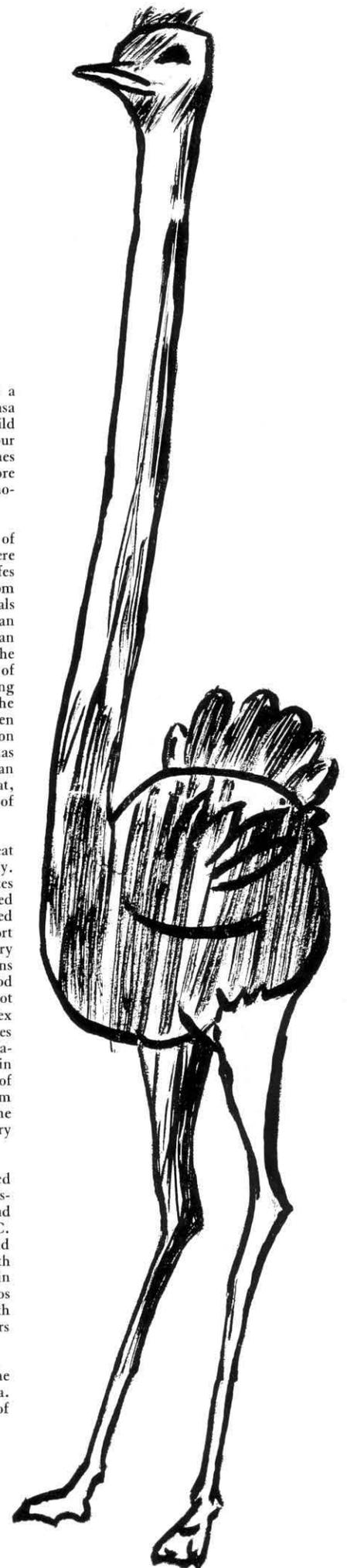
The rest of the collection received a great deal of attention from the ship's company. Ostrich chicks which outgrew their crates and suffered from sore necks were removed to an empty spacious deck-locker and stayed there with the door left open. Both in Port Swettenham and in Hong Kong, veterinary surgeons came on board to give injections to the ostriches which went off their food and were lying down. The Chief Officer got out his syringe and gave vitamin B complex injections to the birds. When the ostriches became constipated, ingenuity and imagination—as usual—came to the rescue: Captain Ineke reports, "..... we thought that lack of exercise was the reason..... we took them out of their crates, chased them over the deck and gave castor oil..... worked very well!"

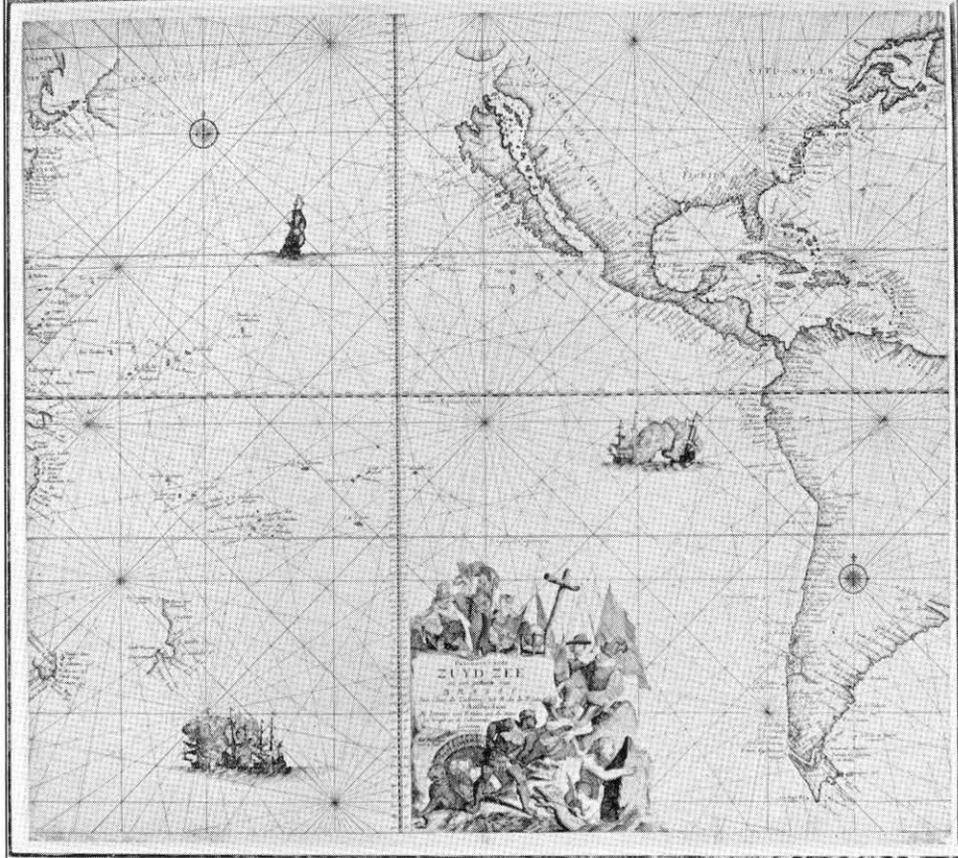


8.

On arrival at Kobe, new instructions directed that the animals for Japan were to be discharged at Yokohama. The temperature had fallen to 8° C. (46° F.) from 24° C. (75° F.) in the previous two days, and crates which were already covered with tarpaulins were now completely wrapped in canvas. Even so, the poor old Rhinoceros caught a cold and had to be comforted with sugar water and warmed with cargo clusters rigged up in its crate.

After more than a month on board, the animals left TJIBANTJET at Yokohama. Not — we imagine — without a sigh of relief from the Master!





A MAP OF THE SOUTH SEA

Johannes van Keulen — circa 1681

On the wall of the officers' lounge in Straat Fiji is an extremely interesting original old map, presented to the ship by Mrs F. Terwoigt when she launched the ship at the end of 1965.

Here, with the help of Mr G.A. Cox of the Netherlands Historical Shipping Museum in Amsterdam, we give some details about it:—

Round about the year 1681, this map could be obtained in the book shop "De Gekroonde Lootsman" from book seller/chart maker Johannes van Keulen, who specialised in books on shipping and navigation. It is an "overzeiler" (ocean chart) of the 'Zuyd Zee' or the Pacific Ocean as it is now known, and the projection is that of the eminent Dutch cartographer, Gerard Mercator, who in 1569 was the first man to invent an accurate way of charting the spherical globe on a plane surface.

The simple sailors of the Sixteenth and Seventeenth Centuries did not trust his method very much, and it was not until the Eighteenth Century that these maps were used regularly. Previously also the first meridian had been centred on Teneriffe, about 16° 40' further west than that of Greenwich, conventionally accepted nowadays.

Van Keulen has charted rather accurately the position of the eastern part of the Fiji group of islands, especially when the difficulties in the Seventeenth Century of ascertaining longitude at sea are taken into account; the longitude shown here is only about 1° out.

Indeed, the whole map makes a good reliable impression, and it is with justifiable pride that Dutchmen can look back, not only on the quality of their 17th Century chart-makers, but also on the achievements of their seafaring

ancestors, who in that period played such an important role in the discoveries and reconnaissances of countries overseas. In so doing, they were able to obtain particulars which were of the greatest importance to their cartographers.

It is striking, for instance, to see how well the shape and coastlines of both the Americas were depicted, and also — especially on the lefthand side of the map — how many Dutch names are mentioned on the coasts as proof of the reconnaissances made in that area by Dutchmen. At about 198° E by 17° S is a group of islands called Prins Willems Eijlanden and Heemskerckx Droogte, which are probably the north-eastern part of to-day's Fiji group. Most of the other names are Spanish or Portuguese, a clear indication of the fact that the inhabitants of the Iberian Peninsula preceded the Dutch in the 15th and 16th Centuries, in both world discoveries and in overseas trade.

Because of this, around 1600, seafarers and chartmakers in Holland depended — anyway for countries outside Europe — on details obtained from others — often by underhand means. Later, when Dutch vessels made their own voyages, in the course of the 17th Century, they were able to verify and correct — often improve — the various maps.

In those days of great rivalry at sea, it was extremely difficult to obtain accurate details, as false information was often obtained (and given out!). An example of this happens to be shown on this map: California has been drawn as an island because the Dutch were misled by false information from Spain in 1645. It was not until about 1700 that the previous — correct — outline of the Californian peninsula was again shown on Dutch charts.

Down in the lefthand corner can be seen the results of the reconnaissances of Abel Tasman and his mate/navigator, Francois Jacobsz. Visscher. Between 1642 and 1643, Tasman made his long voyage, on the orders of Governor-General Anthony van Diemen, to the then unknown 'Southland' in the yacht 'Heemskerck' and the flute 'Zeehaen', and discovered the coasts of Tasmania and New Zealand. The details of the remainder of the voyage are not so well known. It is interesting that part of the islands now known as 'Tonga' and 'Fiji' were then discovered.

On 6th January — after having completed the survey in a northerly direction of New Zealand's west coast — they saw an island which, for obvious reasons, they appropriately named "Drie Coninghen Eilandt" (Three Kings Island). Then Tasman set an easterly course into the South Sea — as instructed — with the intention of going as far as longitude 220°. Adverse winds, however, forced him on to a more northerly course, and on 20th January, just after crossing the Tropic of Capricorn at an estimated eastern longitude of about 203°, some islands were sighted. These were some of the Tonga Group, which were subsequently named the Friendly Isles by Captain Cook.

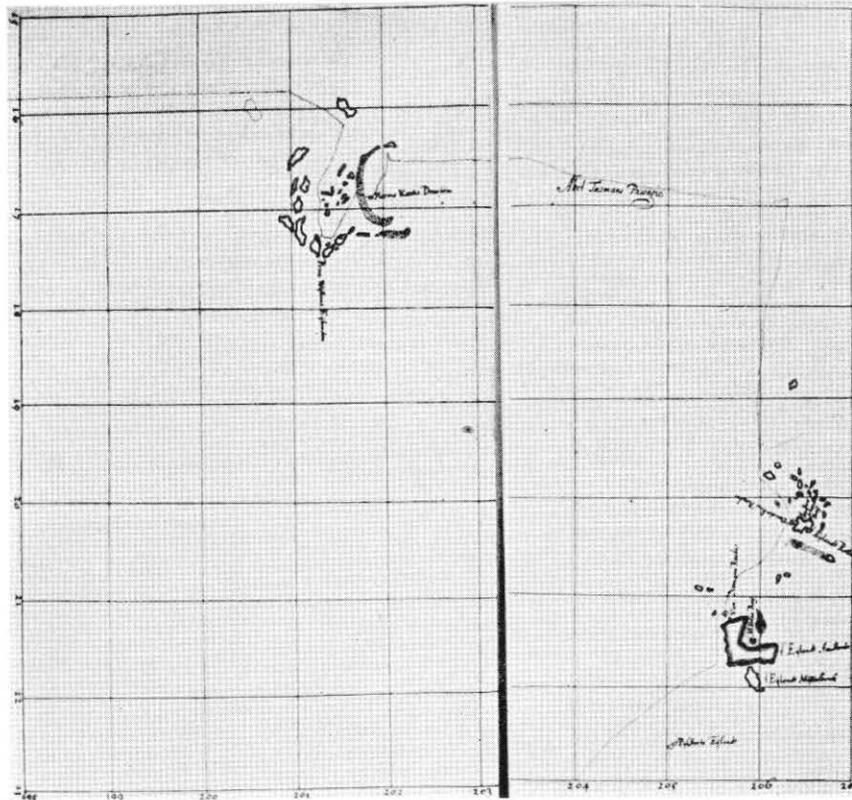
More than 1½ weeks were spent in refreshment and exploration of the islands, to which were given such names as Pijlsters Eijlandt, Middelburch, Amsterdam and Rotterdam. After that, Tasman set a northerly course, turning west for home at latitude 17° South, in order to be able to use the easterly winds which prevail in the Southern summer.

In the evening of 6th February, land was sighted, and

during the night they cruised up and down. At daybreak it became apparent that the two ships were in an area of many reefs. To their great dismay, moreover, they saw in the west (consequently to leeward) an extensive line of breakers which they would not be able to get round. Stranding seemed inevitable. At the last moment an opening was found and they slipped through the reefs. No suitable anchorage could be found however. In view of the many little islands and reefs all round, Tasman decided to sail clear of this unknown and very dangerous area during daylight hours and to steer for the north. This wise decision was taken together with his 'piloot-major', Fr. Jacobsz. Visscher, and was based mainly on the knowledge

Tasman had gained from the voyage reports of Schouten and Le Maire in 1616. They had taken a route along the latitude 16° South and had not found any islands at the 201° E longitude, where Tasman actually supposed himself to be.

So the intrepid Dutchman came safely into the open sea and eventually home. It was to be left to Cook (1773), Bligh (1789) and Dumont d'Urville (1827) to make the first landings on what are now known as the Fiji Islands.

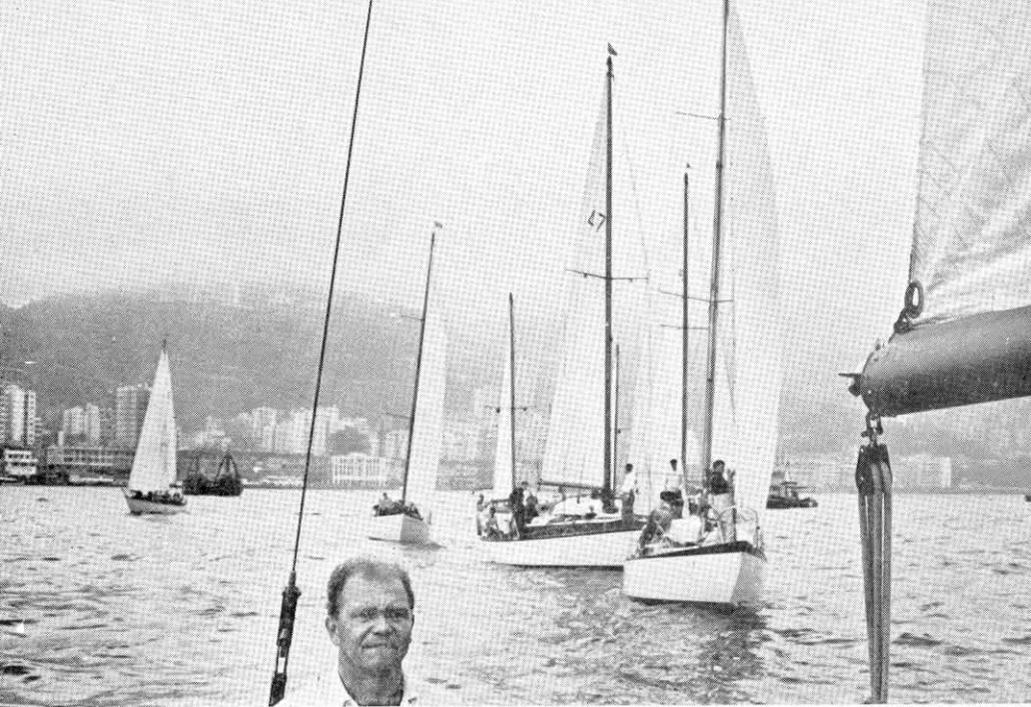


Here, by kind permission of the Netherlands Historical Shipping Museum, we produce the actual sketches made by Tasman in his logbook at that time.

The last sentence of Tasman's logbook reads: "Godt zij geloofte ende gedanckte voor behouden reyse, Amen" (God be praised and thanked for a safe voyage, Amen). No doubt, as he wrote, his thoughts were especially of the precarious situation in which they had been placed at the Heemskerckx Droogte and the Prins Willems Eijlanden, where — by a measure of luck but also by his own ability and experience — they avoided both stranding and shipwreck.

Mr Cox concludes:—

"We hope that the Master of the Straat Fiji also may always be able to give thanks for "behouden reize"."



THIRD CHINA

SEA RACE

A flat calm at the start caused some furrowed brows.

Last month we promised a first-hand account of this bi-annual ocean race, which is now well established in the calendar of yachting events. A record 14 entries were received (there were 5 in 1962 and 12 in 1964), though one actually never made it, and there is no doubt that the entry of the big, world-famous 'Stormvogel' caused outstanding interest this year.

The following is the cool, factual story of R.I.L.'s General Superintendent C.L.C. van Kretschmar, who successfully navigated the American-owned, 41-foot sloop *Columbine* to a very honourable second place. On board *Columbine* also was Mr Arthur Zich (to whom we are indebted for these superb photographs), *Time/Life* correspondent, and we read with considerable interest his own more highly coloured version of "a big, husky Dutchman named Constant van Kretschmar" who at one moment is shouting, "Give her her head" and not long afterwards is sitting "with an almost dead wheel in one hand and a glass of Holland gin held delicately in the other." A nice picture. When we read that "he dressed for dinner in a stiffly starched kimono from Osaka" and, "he sipped his Dutch gin and gazed with relaxed contentment up at Orion's belt," it seemed that this race was comparatively uneventful, but we are bound to admit that the article concludes with C. van K. screaming at the skipper, "You're on the line now. All you have to do is put her over!"

On 2nd April at 3 o'clock, the third China Sea Race started off from the Royal Hong Kong Yacht Club, with the Governor, Sir David Trench, firing the starting gun.

Although the reports from Kai Tak Airport and Waglan were that a 10-16 knot wind was blowing, just about two minutes before starting time an almost flat calm prevailed. With 13 big boats drifting on to the starting line, and with an almost full tide against us, there was some confusion before the race sorted itself out. *Stormvogel*, as the biggest entry, managed to cross through the calm patch, and was the first to take off, followed a few minutes later by *West Wind II*, and then *Columbine*. Tacking up the harbour into the easterly wind, the position of the first three boats did not alter much, but on the way to Waglan, *Columbine* managed to take a lead over *West Wind*. At this stage the wind dropped again, and *West Wind* picked up the first puff, followed 10 minutes later by *Columbine* — and the race was on.

For the first night we picked up a 20-knot north-easterly, and at 3 in the morning we sighted the red port light of *West Wind*, which was then about three miles to leeward of us. In the course of the day the wind shifted to the south and eventually we could only steer a course of 210°. At that stage we decided to go about to the starboard tack. The rhumb line from Hong Kong to Manila is 147° and, allowing for drift, we started up on 140° but after having had to go about on to the starboard tack, we could not do better than 90°, which put us well north of the line. We kept *West Wind* in sight nearly all day, losing her over the horizon astern by evening. None of the other competitors were sighted.

As the wind was south-easterly, which is unusual for this time of the year (east-north-east being usual), it was my feeling that staying north of the line should bring us soonest to the monsoon winds, if

and when they would come through. This light southerly wind carried on till 4th April, resulting in a complete flat calm by 5 p.m. After sitting around in this flat calm, whistling for wind, scratching the mast, and trying every conceivable trick to entice the wind, our Hawaiian crew member decided to stage a Kahuna. This rite consists of cutting a small piece from everyone aboard (we limited ourselves to pieces of hair!), putting them all in a cup, setting them on fire, and throwing them overboard. Lo and behold, by 7 p.m. a light northerly came through! By 8 p.m. it was blowing a nice 10 knots and by 9, *Columbine* was again moving along at a speed of about 6 knots. We kept this wind until the sixth morning, steering 145°. As mentioned previously, after having left *West Wind* over the horizon astern, we did not sight any other boats, neither did we see any commercial shipping, as we were presumably too far north of the rhumb line at this stage.

At 2 p.m. we passed two Dairy Farm milk cartons, which set everyone speculating as to whether these came from *Stormvogel*, the only yacht in the race big enough to have refrigeration for sufficient milk up to that time. This conclusion considerably bolstered the moral of our crew, who up to that moment had had very little faith in the knowledge of the navigator! Now, seeing that we were on the trail of *Stormvogel*, they had increased confidence that we would eventually reach the Philippines.

On the sixth morning the wind again became light southerly, but far enough abeam to enable us to set the spinnaker. By 1 p.m., the wind increased and we kept this wind all through the night and logged speeds of 7-7½ knots. By midnight the wind had changed too far to the southeast to carry the spinnaker, so it was taken down and replaced with the No. 1 genoa.

Incidentally, on this day we passed two empty packs of Kool cigarettes: again presumed to be from *Stormvogel*.

On the 7th, at about 5.30 a.m., the navigator was wakened by a shout from the helmsman, "Land!". As the navigator had not expected to sight land until later in the day, you can imagine the speed with which he appeared on deck. And there indeed the high mountains of North Luzon were visible in the early morning sun. As the sun rose higher, it was possible to pick out distant points and it appeared that we had made landfall about 10 miles west of Hermana and Mayor. This meant that in the night we had covered more distance than expected, on a more northerly course than had been set. When I interrogated the helmsman, it appeared that they had followed navigational instructions to the letter: "Keep the boat going as fast as you can and don't worry too much about the course, as long as you go in a general easterly direction". What they had done was to keep the spinnaker going for as long as possible, and for quite some time the course had been kept on 120°.

Shortly after sunrise on the 7th, the wind dropped again and by 10 a.m. we were completely becalmed. Being close ashore, the expectation was that the breeze would pick up in the course of the morning, and indeed by 11 o'clock a light north-east wind sprung up. The spinnaker could be hoisted, and for the rest of the day we sailed down the Luzon coast at an average speed of 6½ knots. By 8 p.m. we rounded Capones Islands Lighthouse, whereafter the wind again dropped and shifted, making it necessary to take down the spinnaker and replace with No. 1 genoa. At this stage the navigator's first thought was that this meant the end of the inshore breeze and we would now pick up an off-shore breeze. As we pointed up to Subic Bay, this indeed started to come, and by midnight this 'breeze' was blowing between 25 - 30 knots straight out from Corregidor, meaning that we had to beat straight to windward into this increasing wind.

Columbine behaved beautifully under the increasing pressure of wind and the build-up of a short choppy sea, and it was probably because of this that we kept our full sails up too long instead of changing down to a small jib earlier.

At 2 a.m. on the 8th, a shackle at the after end of the mainsail parted, which now meant that we had to take it down. While repairing the mainsail we carried on on the No. 1 genoa, and more or less kept the same speed which we had before. By 4 a.m. we had the mainsail back up, partly reefed, and the No. 2 genoa. Under this rig we passed the finishing line (a line running north/south to the south of Corregidor Lighthouse) on the 8th at 6.42 a.m.



The race was not altogether a 'cruise'.

We circled the Committee boat and heard that we were the second to cross the line, Stormvogel having finished approximately 24 hours ahead of us. As we could see no other boats astern of us, we felt pretty confident of having picked up the first prize. This, however, was later to be proved incorrect, as West Wind finished about 1½ hours after us, but on corrected time became overall winner of the Third China Sea Race. The yacht Reverie was also close behind and later on it appeared that on corrected time we beat her by only 97 seconds. On this basis, Columbine was second overall and first in Class II. West Wind was first overall and first in Class III, and Stormvogel — as usual — had the honour of being first across the line but was sixth on corrected time.

(continued on next page)

" LAND HO! "



40 YEARS SERVICE



Steward Sr. Tam Yan of Straat Banka joins the growing list of R.I.L.'ers who have received a medal made of two ounces of solid gold, in recognition of their services to the Company over the last forty years.

This 'smiling old man' as he is always known, was born in the year that the first J.C.J.L. ship, Tjipanas, was delivered — 1903 — and, in a way, he has 'grown up' with the Company. He first started service at sea in 1921 (so it is already 45 years) as a tallyman, and from then until 1941 worked on board many old 'Tji' ships, which most of us have never seen. During the war he was in

Surabaia, and returned to Hong Kong as tallyman on board Tjisadane in 1946. After a spell as Night Steward/ Watchman from 1961 on Tjisadane, he was made Steward Sr. and has been on Straat Banka since 1964.

When presenting his medal on board the ship at Hong Kong, Mr G.H.J. van Echten congratulated Mr Tam Yan on his very faithful service. His is in fact a long and outstanding record — the longest amongst the seagoing staff of R.I.L.

在渣華四十年服務金牌獎的名冊上，又增添了一位船員。此船員是現在仍服務於「士打彬加」輪的高級侍應生譚恩君。

此位素以「笑容可掬」著稱之老船員誕生於公元一九零三年，此年正值第一艘渣華轄下之船隻——「芝班拿士」——下水之年。故譚君可說是與渣華公司一齊「長大」。譚君是於一九二一年加入本公司服務，充當理貨員之職。因此譚君實已服務於本公司四十五年之久。從一九二一年至一九四一年，譚君曾先後於多艘早期「芝」字號輪上服務。該等船隻多是後一輩青年所未曾見過者。大戰期間，譚君留居泗水而於一九四六年在「芝莎丹尼」輪任職理貨員返港。後繼續在該輪任職夜更侍應生及看倉員等職。彼於一九六四年被調往「士打賓加」輪為高級侍應生。

當本公司管事部經理范益登先生頒發金牌獎時，曾特別指出譚君為本公司一忠誠之服務者，持有本公司最優良及長久之航海紀錄。最後范益登先生並向譚君致賀。

THIRD CHINA SEA RACE (continued from previous page)



A jubilant navigator.

As was customary, a case of beer was offered to us by the Committee Boat but, due to the high seas, we were unable to pick it up and consequently had to carry on to Manila without it. However, as proved on the way in, this hardship was not too great: very shortly afterwards we met one of the launches, who cheerfully tossed over sufficient beer to keep us going for some time. From then on in, it was a joyful procession of boats to meet us, all of whom tossed beer on board, so that by the time we reached the Yacht Club, Columbine's crew had forgotten all the hardships of the China Sea crossing and were all set for a good time in Manila.

With true Philippine hospitality, the reception was over-whelming. The Immigration and Port Health Authorities entered into the spirit of things and cleared us in five minutes flat. A joyful reunion at the Yacht Club bar followed, with friends and well-wishers, and it was here that we could check with Stormvogel's skipper that they had also sailed north of the rhumb line and had indeed drunk Dairy Farm milk and smoked Kool cigarettes. Which all goes to show just how small the ocean really is!

C.L.C. van Kretschmar



25 YEARS SERVICE

Mr Go Siong Tjwan

"You have always gone your way, quietly and without fuss", said Marine Superintendent D. Kuiken to Mr Go Siong Tjwan of the Marine Department in HK HO. The occasion was a friendly gathering in Interocean House on 23rd April to celebrate Mr Go's twenty-fifth anniversary of service with the Company.

Mr Go first served in 1941 as a Cargo Clerk with Messrs KPM, and his last ship before coming ashore was Ruys. It was whilst he was on board this ship in 1947 that a bad fire broke out in No. 6 hold and Mr Go distinguished himself in assisting to put it out. In appreciation of his sterling work, he was presented with a silver pen set. Not long afterwards, in 1948, Mr Go came ashore and was posted to the Marine Department, transferring later to R.I.L. Since that date he has gradually taken over increased responsibilities — charts, certificates, pilot books, dienstreglement etc.—and has proved very efficient and reliable, needing little or no guidance. In fact he has often anticipated changes and been ready with the necessary paperwork when the time came!

Mr Kuiken thanked Mr Go for everything he had done for the Company in the last twenty-five years, and presented him on behalf of Managing Directors with an



engraved watch, saying that he hoped it would prove to be as reliable as he himself had been. A pair of gold cufflinks was also presented on behalf of the whole of the Marine Department.

In his reply, Mr Go thanked everyone for their cooperation, saying that he had enjoyed all these years and hoped to continue to work for the Company for a long time yet. He concluded by proposing a toast to the future prosperity of R.I.L.



The River of the White Lily is somewhere in Sarawak, but neither on the map in the book, nor elsewhere, is it clear which of the many rivers is meant.

Nevertheless, we started reading it with great anticipation, for information on Sarawak is not readily available. The author apparently worked and lived in China until 1949 when, as he says, the new regime . . . made his departure inevitable.

According to his own words, he was sent to Borneo as a co-operative expert by a specialised agency of the United Nations, but the dust-jacket says it was for the International Labor Organization that he went — which is rather a different thing.

Of course a person who has lived for thirty years in a remote part of China has very little trouble adjusting himself to the various peoples that inhabit Borneo and within the first dozen pages he is at home in the market-places and shops of every town he visits. Alas we have to wade through endless summings-up of the merchandise for sale, complete with description, colour and smells, only broken by a report of another coffee shop where beer was partaken. It is obvious that the author has an open mind and a clear eye for the good qualities, rather than the bad, of the people he met and who befriended him; because of this our disappointment is greater to be given only cursory remarks on the widely differing Chinese minorities in that part of the world.

SOJOURN IN SARAWAK

Peter Goullart "River of the White Lily"

(John Murray, London, 1965, 25/-)

Particularly in Borneo, we could have had a minute analysis of their behaviour and reaction to the foreign surroundings to which they have had to adjust or perish. Surely someone with a command of Chinese should have made the most of that?

His trips to the interior are much more lively: tuak has replaced beer and Dyaks are apparently more fun than Chinese. Just the same, we are left in doubt as to the exact division of the sea-and-land-Dyaks, nor is the difference explained. And a reader presented with sea-Dyaks hundreds of miles away from the sea is entitled to some explanation.

However, those of our readers who have had some experience with Chinese, as well as with the Overseas-Chinese, and maybe have called at Borneo ports, will nevertheless enjoy this book.

All through the book your reviewer had an uncomfortable feeling that it had been written by a non-Englishman. There were, besides, an unusual number of French words and expressions used to elucidate a point. It was on the jacket that this came out: Peter is in reality Pierre Goullart, a Russian-born Frenchman. He is typically a man we would like to pick up on our very first visit to Borneo, a good travelling companion who easily makes friends around him. Really to portray Sarawak and what is going on there, one would have to go deeper and be better prepared on the ethno-racial problems.

W.Z.M.

COMPANY

FAMILY NEWS

Weddings

Second Engineer J.B. van der Vegte (Tjiliwong) to Miss H.D. Tapsell on 5th March at Rotorua, New Zealand.

New Arrivals

To Captain G.P. Proper (Straat Torres) a daughter, Deborah Mariquita Linda, on 23rd February.

To Chief Officer B.G. Coops (Straat Soenda) a son, Edwin Francis, on 25th April at Durban.

To Mr C.J. van Tuil (HK HO ND) a daughter, Inge Willemina, on 12th May.

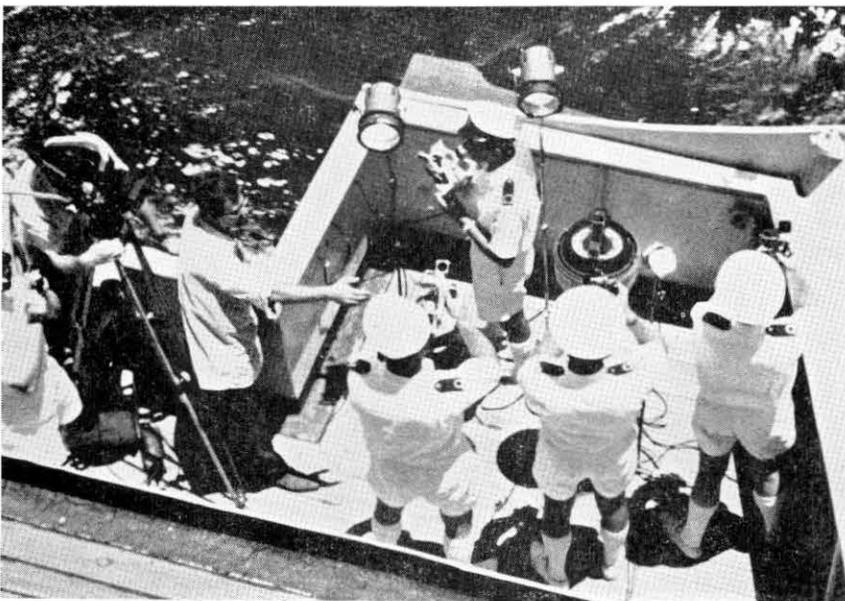
To Mr R. Wesselingh (HK HO Pass.) twin daughters, Birgit Jacqueline and Nicole Pauline, on 19th May.



"Blest pair of Sirens, pledges of Heaven's joy, Sphere-born harmonious sisters . . ."

John Milton

修身，齊家，治國，平天下。



NOON

A familiar part of ship's routine is photographed on Tjibantjet by the film unit which travelled from Mombasa to Port Swettenham — see pages 108/9.

(Photo: Captain W. Ineke)

"ABEL TASMAN" Nautical College

Calling all 'Old Boys'

On 19th November this year, the 110th Anniversary of the 'Abel Tasman' school will be celebrated in Delfzijl.

All former pupils are invited to attend on that day.

TAKING A BEARING

by

(Third Officer H.O.P. de Jongh Swemer *m.v. Straat Mozambique*)



"Yes, we come from Japan"

YOU CAN'T FOOL

Some time ago, the following story was printed in the Johannesburg 'Sunday Tribune':—

KNYSNA, Saturday.

This is NOT a shaggy dog story. It is a true story of a real dog. And it happened only a few weeks ago.

The Royal Interocean liner Tegelberg, from Durban, was lying at Santos, Brazil, taking on cargo.

Now the Tegelberg is a passenger liner, and so dogs are banned. But one morning, a dog walked up the first class gangway and settled down in the foyer.

Sailors guarding the gangway tried to shoo it away, but it ignored them. At last a concerted effort forced the dog down the gangway and it was shooed ashore.

Determined

An hour later he was on board again, a very determined look in his eye. He was a dog of medium size, in good condition, with the alert ears of an Alsatian and smooth coat dappled brown and white.

One of the ship's officers happened to pass through the foyer just then. He looked at the men trying to shoo a dog outside. He looked at the dog. He looked again.

"But that's Miel." he cried. "That's old Jan's dog! He

LOG BOOK

PERSONALITIES

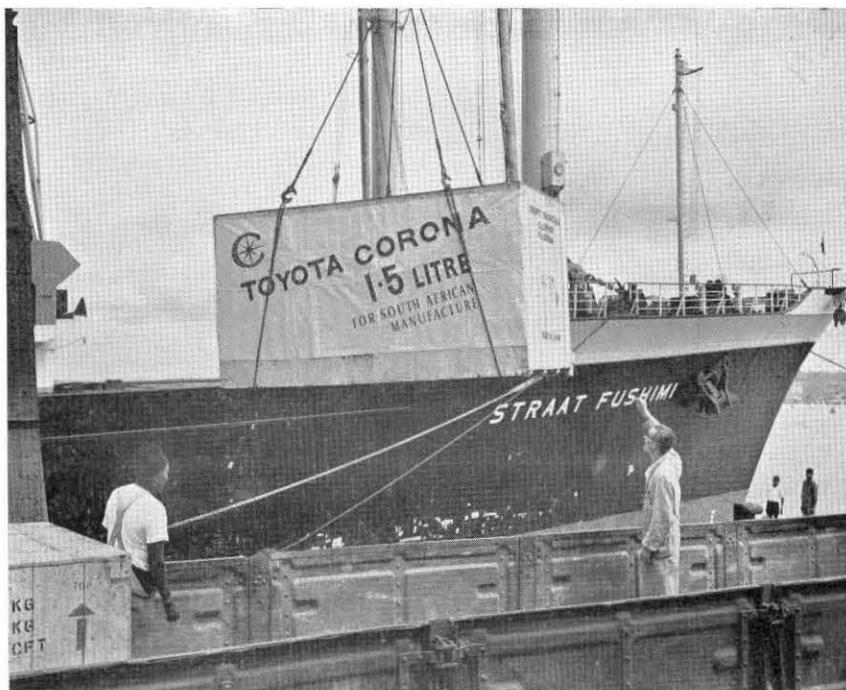
Mr D. Reyneker, Managing Director, left Hong Kong on 16th May for a business visit to Singapore and Djakarta.

Mr F. Terwogt, Managing Director, flew to Japan early in May, to head the Netherlands Delegation which attended a Session of the Commission on Asian and Far East Affairs of the International Chamber of Commerce (CAFEA — ICC).

Jhr. C.L.C. van Kretschmar, General Superintendent, left Hong Kong for a business trip to Amsterdam on 5th May.

Mr W. Boogerman, Personnel Manager, made a brief visit to Manila at the beginning of May, followed by visits to Sydney and Melbourne in the second half of the month.

Mr A.M. den Boer (Passage Manager, Sydney) made a week's business trip to Hong Kong in mid-May.



AN OLD SEA DOG

should be on the 'Straat Banka' with his master — with old Jan!"

Signed on

He meant "young Jan," who was an engineer on one of the Royal Interocean freighters that had been in Santos two weeks before.

"Come on — Miel! Miel!" and Miel came leaping toward the officer, standing on his hind legs to be patted and to lick his new friend's face.

And Miel it was. The Tegelberg's captain, a dog-lover, gave special permission for Miel to be signed on as a member of the ship's company and he took up his quarters with the young officers on the boat deck.

A radio signal was sent to "old Jan," who replied that he had been mourning the loss of his pet and was overjoyed to know he was going to be restored to him when the two ships met in Hong Kong.

No one knows how Miel originally came to be left behind or how he was able to pick out a Royal Interocean ship among the many others in Santos harbour.

We have not yet discovered who 'old Jan' is, or where 'Miel' is now. Anyone care to tell us?

DISCHARGE AT DURBAN

The first shipment of Toyota Corona motor-cars (CKD) is swung ashore from Straat Fushimi.

SAY IT WITH FLOWERS

When Straat Fiji called at Kobe in March on her maiden voyage, a Municipal delegation presented a handsome shield to the ship. In addition, Kobe's beautiful Sea Queens expressed their good wishes with flowers for Captain Schröder, Chief Officer Haitsma and Chief Engineer Mayoor under the watchful eye of R.I.L.'s Manager, Mr W.M. Mulock Houwer.



IN MEMORIAM



謹以沉痛之情，宣佈水手長張桃不幸於四月十七日在乘搭「芝萬宜」輪返港途中逝世之消息。

張君享年四十四歲，在本公司服務達二十年之久，彼於一九四六年加入本公司之「芝比莎」輪任職，並曾在十四艘不同輪隻上服務，其最後服務之船為「士打勿都拿」號。在未返港前，彼曾在澳洲因病留院兩月。

查張君生前為人，沉默和藹，樂於幫助工友，今一旦去世，本公司之水陸同寅均感惋惜。本刊對其遺族寄與無限同情。

It is with deep regret that we have to report the death on board TJIWANGI, on 27th April, of Boatswain Cheung To.

Mr Cheung, aged 44, had served the Company for 20 years, first as Sailor on board the old TJIBESAR in 1946 and finally on STRAAT MADURA, after having served on fourteen other ships in between. He had been in hospital for some time, and was actually being repatriated to Hong Kong at the time of his death.

Mr Cheung was a quiet, friendly man who looked after those who worked with him, and he will be much missed. Our deepest sympathy goes to his wife and two sons.

STAMP COLLECTORS AHoy!



From that keen philatelist, Mr G.Th.M. Sweijen (HK HO VZ), come these three Argentine stamps, all showing ships.

On the 4-peso stamp, penguins of the Antarctic stare at the ice-breaker 'General San Martin', a 5,300 ton Government vessel used for hydrographical and oceanographical research. This is one of a set of three stamps relating to the southernmost lands of Argentina.

Underneath is the 8-peso stamp commemorating the Centenary of the arrival of the first Welsh settlers in Chubut to found the City of Rawson. On 28th May, 1865, 153 resolute Welsh pilgrims sailed from Liverpool in England aboard the converted tea-clipper, Mimosa, to the desolate Southlands, the inhospitable New World of Patagonia, where they established their culture and language with great courage and determination.

The third stamp, of 13 pesos, was issued in 1964 for the annual celebration of the discovery of America, and is an old Florentine woodcut of the voyagers setting out for distant lands in their three ships.

MAN AT WORK

(see April issue)

From Captain W.Z. Mulder (Ret'd.)

"MAN AT WORK is a cassap (kassap) who is totally unaware that his title is from a Hindustani word, meaning just that!"

From HK HO Crew Dept.

"It is a Malayan word".

From Captain H. Pronk (Straat Clarence)

"In Karachi I met a person, who gave me an explanation regarding the origin of the name cassab.

In the old days the maharajas in India used to have round their palaces illuminations to watch intruders during the night. This illumination consisted of boatshape saucers filled with oil, placed at a certain distance from each other.

The man who was in charge of filling the saucers and keeping them burning was named a cassab.

This sounds a plausible explanation."

PERSONNEL

SUCCESSFUL EXAMINATIONS

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



Mr Z.P. Gischler	3rd Officer	Th.II	7-4-66
" R. Dasia	4th "	II	31-3-66
" G. Kolkman	" "	Th.II	21-4-66
" P.H. van Kuyk	" "	II	1-4-66
" J.F. van Santen	" "	Th.II	31-3-66
" B. Sprokkereef	3rd Engineer	B	6-4-66
" W. de Zeeuw	" "	Th.B	21-4-66
" A.C. Hulst	4th "	B	19-4-66
" J.C. Andriessen	5th "	A	30-3-66
" H.C. Versluis	" "	A	13-4-66

PERSONNEL



NEW PERSONNEL



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

Mr M.F. Mulder	4th Officer
„ A.E. Okhuijzen Mulder	„ „
„ J.C. Vermunt	„ „
„ R.J. Mensinga	Employé

LEAVE



The following personnel went on leave:

Mr W.R.M. van der Veld	Chief Officer
„ M. Hofland	2nd „
„ G. Kroes	„ „
„ L.H. Regtop	3rd „
„ P.J. de Wit	„ „
„ H.L. Frenks	2nd Engineer
„ J. Landwaart	„ „
„ C.F. van Overbeeke	„ „
„ F.K.A.L. Vliegthart	„ „
„ A. Volkert	„ „
„ E. Koopman	4th „
„ A. Pardavi	„ „
„ H.E.P.A. Custers	Employé

Those who returned are:

Mr E.E. Lubach	2nd Officer	posted to	m.v. Tjiluwah
„ D.F. van Woerdekom	„ „	„	„ Str. Florida
„ H.W. Lijding	3rd „	„	„ Str. Fremantle
„ J.B.H. Scholte	„ „	„	„ Str. Malakka
„ R. Dasia	4th „	„	„ Tjipanas
„ P.H. van Kuyk	„ „	„	„ Str. Futami
„ H.P. van Wier	3rd Engineer	„	„ Tjimanuk
„ W. de Zeeuw	„ „	„	„ Str. Cook
„ A.M.P. van der Avert	4th „	„	„ Tjitjalengka
„ M.J. Kuit	„ „	„	s.s. Tjipondok
„ A.W. Prudon	5th „	„	m.v. Str. Colombo
„ P.J.R. Schlechtriem	„ „	„	„ Tjibantjet
„ J.A. Johann	H. Employé	„	HK HO
„ J. van den Broek	Employé	„	HK MH
„ T. Petersen	„	„	HK HO
Miss W.C. Bastiaanse	Secretary	„	HK HO

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain S.Tj. Doornbos, Master of m.v. Straat Bali, went on intermediate leave.
 Captain P.H. Zweers (temp. service) was posted to m.v. Straat Bali.
 Captain J. Kuiken (temp. service), Master of m.v. Straat van Diemen, terminated his contract of employment.
 Captain J.L. van Schoondrager was posted to m.v. Straat van Diemen following intermediate leave.
 Captain B. den Hoed, Master of m.v. Straat Cumberland, was posted to m.v. Straat Florida.
 Captain W. Mieog was posted to m.v. Straat Cumberland following home leave.
 Captain G. Verkerk, Master of m.v. Straat Clement, went on intermediate leave.
 Captain C. Dekker was posted to m.v. Straat Clement following intermediate leave.
 Acting Captain E. Pels of m.v. Tjiliwong was posted to m.v. Straat Florida as Chief Officer.
 Captain L.P. Weststrate was posted to m.v. Tjiliwong following home leave.
 Chief Engineer C. Krul of m.v. Straat Magelhaen was posted to HK HO TD.
 Chief Engineer A. Vink was posted to m.v. Straat Magelhaen following home leave.
 Chief Engineer J.H.M. van Miltenburg of m.v. Straat Soenda went on home leave.
 2nd Engineer D. van den Berg of m.v. Straat Singapore was posted to m.v. Straat Soenda as Acting Chief Engineer.
 Chief Engineer H.J. ter Stege of m.v. Straat Clement went on intermediate leave.
 Chief Engineer J. Tamboer was posted to m.v. Straat Clement following intermediate leave.

TRANSFER SHORE STAFF



Mr E.H. Carpentier Altung, Employé, was transferred from Buenos Aires to HK HO.

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 105 for the winner of April's Competition.

LEAVING (OR LEFT) SERVICE



Mr J.C. van Veen	3rd Officer	own request	— „ —
„ G. Tomassen	2nd Engineer	„	— „ —
„ J. van Duyn	3rd „	„	— „ —
„ C. Hol	„ „	„	— „ —
„ J. Jaspers	„ „	„	— „ —
„ J. Wardenier	„ „	„	— „ —
„ H.K. van Bijlevelt	4th „	„	— „ —

CARGOES
What and Where

SHEEP



From Australia's wide sheep-stations, the flocks are loaded in Fremantle and carried in the East & South Africa-Australia Service for slaughter in Mauritius.

STRAAT CUMBERLAND



E
S
A
A
S

SHORE LINES

(see inside back cover)

