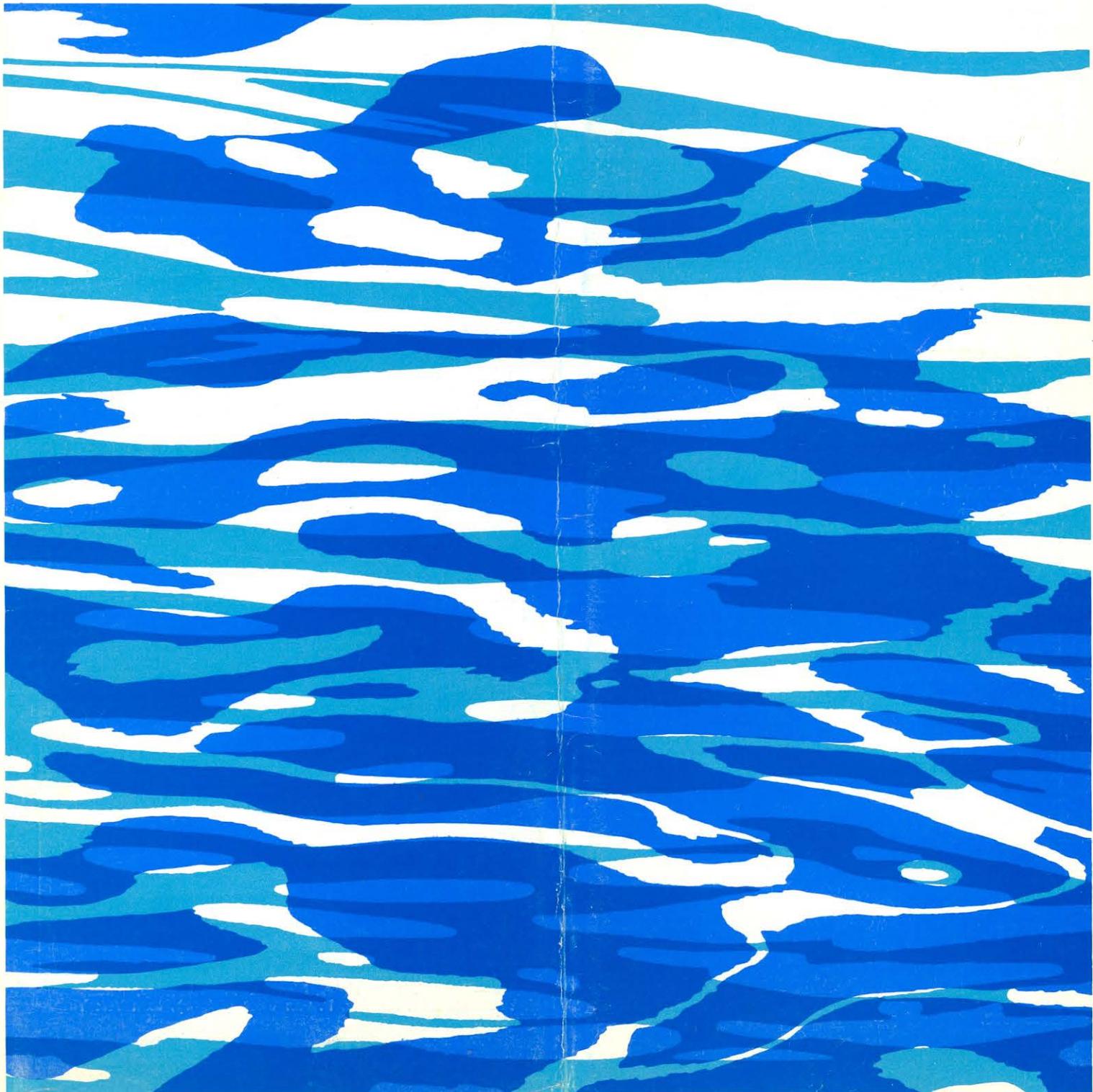


# RIL Post

Commemorative Issue

June, 1975



## EDITORIAL

The first issue of RIL Post was published in November 1953. Its editorial commented "considering the first plans for such a publication were already made towards the end of 1947, we have taken a very long time to come to this first—and admittedly very modest—start."

It was indeed a modest start; a four page leaflet printed on rather poor quality paper and quoting verbatim from Professor Brugman's book, "How China trade became Ocean Trade . . . ". But then acquiring material has always been one of RIL Post's major problems. "Quality springs from choice" as we have often reminded our contributors! Another early feature reflecting the lack of material was a column entitled "surprise attacks". Any staff member whose name appeared in the column was obliged to produce some sort of contribution for the next issue!

By way of apology for these small beginnings, the first editorial explained, "We should like to avoid at all costs to start off with great "fan-fare" and then dwindle to smaller proportions. This they certainly didn't do. Within a few months RIL Post had extended to six pages and by May 1954 it had become an established twelve page publication. Apart from a freak sixteen page issue in

September 1957, twelve pages remained the norm for several years to come. Between 1959 and 1961 RIL Post grew to sixteen pages. Finally in 1962, it became a fully fledged twenty page publication.

Circulation figures also grew tremendously as the RIL organisation expanded. (Little credit due to Editors as they have a so-called "captive" readership). In the first year of circulation, 3,940 copies were distributed each month to shore staff, seagoing staff, wives of ship's officers, agents and retired personnel. By 1970 the distribution figure had almost doubled at 5,650 and remains at that figure today.

As the vehicle of expression for the staff of a cross trading company with employees of twenty different nationalities, English, though the mother tongue of few, was the only possible language for RIL Post. Our very first Editor had this to say: "Since the principle aim of this publication is to strengthen the ties between all who work together for the benefit of our Company, a language known to you all is the only choice. This however does not necessarily mean that we could not from time to time print certain matters in Dutch, on the contrary!" (After all, he was a Dutchman!).

## Layout

In a non-commercial magazine, with an editorial staff of one, layout is often governed by what is possible with the time and material available. In practice the "jigsaw" is often resolved by what is expedient.

We have aimed at presenting our material in a simple style, making much use of photographs for the benefit of those whose knowledge of English is slight. This pictorial approach has given RIL Post its own particular identity.

As paper quality and consequently printing improved, our house style changed and became more professional. In January 1958 we changed our cover for the first time, using as a basis a design contributed by a staff member (see back cover). With the announcement of the merger between RIL and KPM in 1967, RIL Post sported another "new" cover and a new type face. In June 1969 we used a graphic design based on ships' flags to update our cover again. The final graphic design introduced in June 1973 was based on photographs of wave patterns. Together with a new format and the latest type face introduced in April 1971, this brought RIL Post up to date.



First Editor P. van Vliet, 1953-1958.



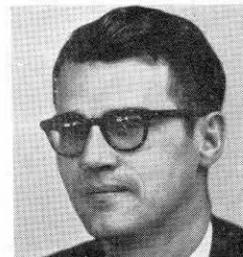
1954 Editorial Committee:—From left to right, Messrs. A. Witkamp, (Manager Personnel Dept.), J.H. Warning, G.M. Pliester, P. van Vliet (Editor), Lam Yuk Ying, Th. Rose and Tse Dick Uan.



In January 1961, four Editors and two Assistant Editors met together in Hong Kong:—From l. to r., Messrs. J.C.P. van Diepen, S.R. Elgersma, H.C.G.L. Ribbink, G.D.M. Boot, Mrs L.M. Petty and Mrs E.L. Williams.



Mrs E.L. Williams, Asst. Editor 1959-1961.



Mr H.C.G.L. Ribbink, Editor 1959-1960.



Mr S.R. Elgersma, Editor 1961.

## Editors

past . . .



Mrs Lenna Petty, Editor 1961-1972.



Mrs J. Ram, Editor 1969-1970, Jan./Feb. 1975.



Miss Maggie Thorburn, Editor 1966-1967.



Mrs J. Rammage, Editor 1962-1963.

## Policy

It may surprise our readers to learn that RIL Post has a "policy" file. Extracts from this file may prove enlightening . . . in retrospect. The file defines the Editor's "terms of reference" as follows: "RIL Post is intended to be a publication for and by the personnel of the Company. It is issued for account of the Company, but it is not written or censored by the Management. Contributions (of news value) from personnel are welcome. The Editor will decide what news and/or contributions to publish; he will be guided by principles of journalism and good taste. Company policy will not be discussed—derogatory or laudatory—in the RIL Post."

Despite these fairly free "terms of reference" and a reasonable budget, Editors have encountered some restrictions. Many a Managing Director has been mentally abused for pronouncing this story "unfit for publication" and that story "liable to offend some section of our readership. . . ." And as one Editor put it "some secretiveness on the part of management on subjects of interest to staff" is a problem all Editors must face.

However within the scope of its authority and with the sole aim of raising staff morale, RIL Post has encouraged staff to make it their own publication working on the principle that all contributions of a reasonable standard should be accepted.

RIL Post has also tried to inform staff about Company activities, to present local aspects of RIL's trading areas and to emphasise the shipping scene with more general articles.

## Chinese Supplement

In November 1967 the RIL Post Chinese Supplement was published for the first time. Edited by executive staff in our Crew Department, it is a four page leaflet designed for crew members. Between 1500 and 2300 copies have been circulated according to the number of Chinese crew employed at various times. Miss Lucille Chui was the first Editor (left).



Mrs Toni Charter, Editor 1972-1975.

## EDITORS

The first editions of RIL Post appear to have been anonymous. In September 1954, an Editorial committee emerged headed by Editor P. van Vliet. Committee members were Messrs. A. Witkamp, G.M. Pliester, Th. Rose, Lam Yuk Ying and Tse Dick Uan. Mr van Vliet saw RIL Post through its teething troubles, until Editor J.C.P. van Diepen took over in April 1958.

The first feminist influence for RIL Post came from Mrs E.L. Williams, Assistant Editor from January 1959 till February 1961. During these years she was assisted, one suspects, by Editors H.C.G.L. Ribbink (November 1959 - May 1960), and G.D.M. Boot (June 1960 - February 1961). In May 1960 Mr W. Boogerman joined the Editorial committee and has been keeping a watchful eye on RIL Post ever since.

1961 was an important year for RIL Post. In March Mrs Lenna Petty became Assistant to Editor S.R. Elgersma, and in November the anglo-saxon feminist influence finally triumphed when she was appointed Editor. Never again was a mere "male" to control RIL Post! Lenna Petty remained at the helm until 1972 and under her guidance RIL Post became a truly professional publication.

Other Editors took her place while she took leave:—Mrs J. Ramage (July 1962-April 1963), Miss Maggie Thorburn (August 1966-March 1967), and Mrs Jane Ram (July 1969-February 1970).

In April 1972 Lenna Petty retired and Mrs Toni Charter took over as Editor, relieved from July 1973-February 1974 by Mrs Joy Barry.

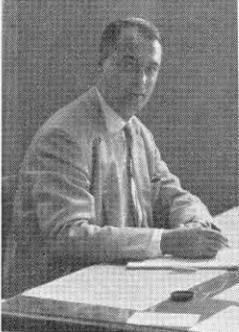
## Commemorative Issue

As this is our last and commemorative issue, we have collected together extracts from some of the more notable articles published in RIL Post between 1953 and 1975. We hope you will enjoy re-reading them (see pages 5-16).



## AREA CORRESPONDENTS

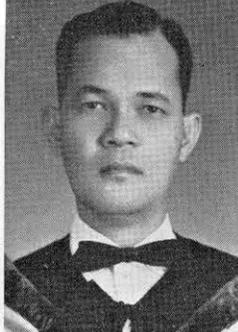
The first Area Correspondents were:—



Holland  
—K. Groeneveld



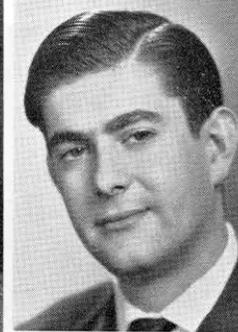
Japan—K. Ajita



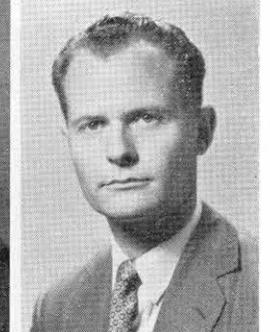
Philippines—V. Paz



Australia—B. Polain



Africa—J. Blaauw

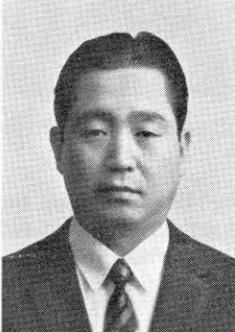


South America  
—J.R. Dashwood

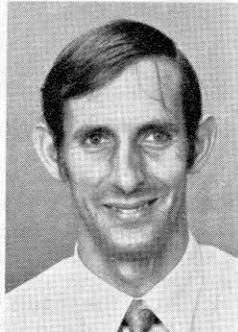
May we thank all the present Area Correspondents for their hard work and support. In particular we mention our Correspondent in Holland Mr P.W.A. Keller, who has been supplying us with much valuable material since January 1968.



Holland—P.W.A. Keller



Japan—H. Oike



Africa  
—D.K. Shackleton



Singapore  
—P. Wee Nga Suan



South America  
—R.F. Janssens



Australia—E. Fernard

## PRINTERS

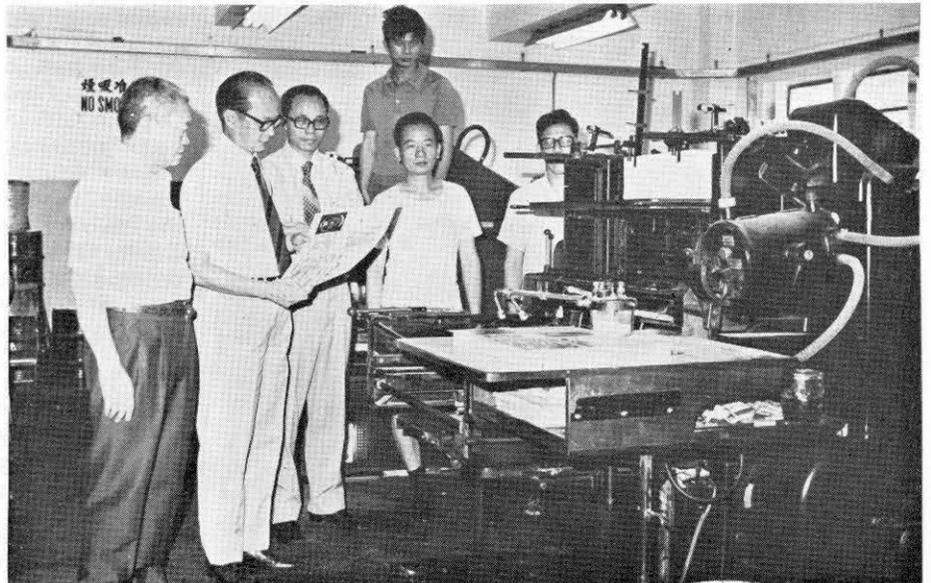


Above: Mr Kwok Piu (Linotype Operator) with Mr Cheung Chung Ning (Compositor).

Ye Olde Printerie have been responsible for every word and block printed in RIL Post since the very first issue. For the past 21 years, Mr Lam Yung Fai has personally and patiently guided and advised successive Editors on the complexities

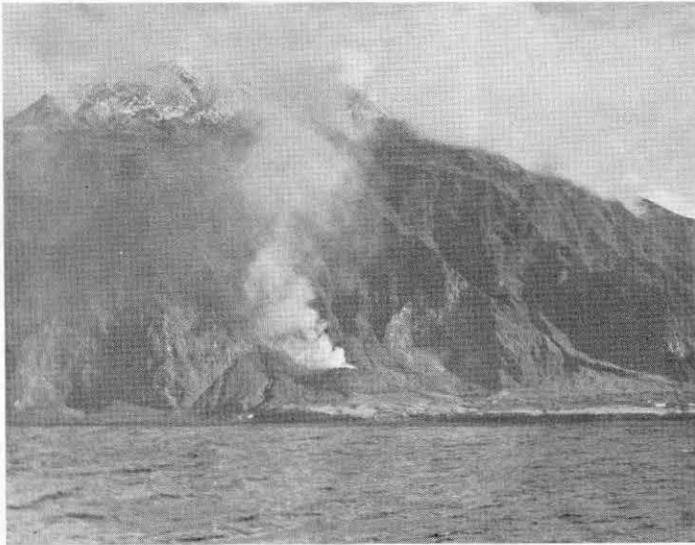
of modern printing problems and techniques.

He and his staff have given RIL Post the detailed attention which makes it a high quality production. It is a tribute to their accuracy that we hardly ever have to correct a proof!



From left to right: Mr Ng Luen-Kwong (Asst. Works Manager), Mr Lam Yung Fai (Works Manager), Mr Lee Shun-Hay (Asst. Works Manager), Mr Ho Ka-Leun, Mr Ng Lung and Mr Wu Lai Man.

## TRISTAN DA CUNHA



4,000 ft. below the volcano a new crater erupts between the settlement and the factory.

"Tristan da Cunha is one of a small group of islands in the South Atlantic, some 1,500 miles west-south-west of Cape Town; the island of Tristan is the only one of the group which is inhabited. It is roughly circular in shape, rising to 6,780 feet at the apex of its volcano. The cliffs tower up from the sea to a height of 2,000 feet, except on one side where there is a plateau about half a mile wide and four and a half miles long.

Here on this plateau in 1816 arrived the first settlers, a garrison of British and Hottentot troops sent from the Cape, to prevent its use as a base for the rescue of Napoleon from Saint Helena and also to deny the watering facilities of the island to American privateers. When the garrison withdrew, one Corporal William Glass, his coloured wife, his two children, and two other men elected to remain. They then became recognized as a British Colony under the Governorship of the St. Helena Islands. Throughout the ensuing years a number of ships were wrecked on the very inhospitable shores of Tristan and more people joined the tiny colony.

Altogether seven names were established, and to this day remain without any subsequent addition. Five coloured ladies from St. Helena were fetched by the cooperative skipper of a whaler in 1826 and another was added in 1864 by an islander who married and brought his wife back from St. Helena.

The community has survived many disasters: one in 1858 when they were left almost destitute by a plague of large rats from a ship-wrecked vessel which destroyed all their crops; and again in 1885 when all the men except four were lost at sea.

Tristan has also supported representatives of the Tristan da Cunha Development Company, the firm which owns the two crawfish vessels regularly visiting the island and which in recent years has built the canning factory.

The islanders are robust simple folk whose main desire is to work a little and make sufficient money to enable them to enjoy a peaceful life. They are farmers and fishermen, skilful in building and handling boats."

## Tjisadane Evacuates Tristan

December 1961

"On 11th October, 1961, the world was startled to hear that the remote island of Tristan da Cunha was breaking up in a volcanic eruption.

R.I.L. personnel concerned with the ASAS were electrified to realize that *Tjisadane* was scheduled to call at this



The long boats reach the safety of *Tjisadane*.

lonely island on the 11th October, one of the rare calls made by R.I.L. ships at the specific request of the British Colonial Office.

Hard on the heels of this announcement came the first of a spate of signals. Hong Kong sent an immediate concurring reply to this cable from the Master of *Tjisadane*:—

Administrator Tristan requested evacuation entire population 300 per *Tjisadane* to Capetown following devastation settlement by earth tremors. Eta Tristan 1110 expecting ready with embarkation twelfth (12/10) and Eta Capetown 1707.

The first shocks were felt on 4th August, gradually increasing in number and severity until on 8th October a violent earthquake was experienced. Thousands of tons of rock came hurtling down the mountainside and on 9th October cracks were observed slightly to the east of the island's settlement, Edinburgh Village.

At 7.33 p.m. on 9th October a distress signal was sent from the Chief Administrator, Mr Peter Wheeler, and Captain Giel immediately instructed his Radio Officers to be on continuous stand-by. At 10.30 p.m. all direct communication with the island ceased, and thenceforward signals had to be sent via *Tristania* (628 tons), one of the two crawfish vessels belonging to the Tristan da Cunha Development Co. (Incidentally, the "Sparks" worked 24 hours a day for the next week, handling a total of 9,000 words, together with call-signs, amidst much atmospheric disturbance).

That night the islanders spent a severely cold night in their potato fields three miles to the south. In the morning of 10th October, as they made their way to the only possible beach for safe evacuation, they passed by a newly-formed crater without accident.

The *Tristania* and *Francis Repetto* now took all the islanders to Nightingale Island, 18 miles away. This barren windswept island is normally uninhabited and has little shelter and no clean drinking water. Another miserable shivering night was spent in the open.



*Sad-faced and solemn, the Islanders face an uncertain future.*

Meanwhile there had been close communication between the *Tristania* and the *Tjisadane* which was steaming up at maximum speed. "The weather was unpleasant", a strong wind and heavy swell offering difficult prospects for boarding parties.

On 11th October, *Tjisadane* was piloted into a reasonably safe anchorage off Nightingale Island by Captain Scott (*Tristania*) with his expert knowledge of local waters. Amongst other details, Captain Giel reported that the bearings on Nightingale Island proved to be different from those on a Chart of 1769!

At 11 a.m. the first islanders came on board from their own long boats, but as the swell grew too heavy for the gangway to be used, the smaller dinghies from the *Tristania* were employed and hoisted inboard. Eventually the entire population of 291, including eight old people of over 80 years, a sick woman who had had an operation only four days beforehand, a girl suffering from jaundice, and their hand luggage—such as it was—were hoisted on board.

At 1.45 p.m. the Chief Administrator embarked and the operation was complete. There were some dangerous moments, but no accidents, thanks largely to the islanders' own natural agility. The weather had been extraordinarily kind in producing two days of comparative calm after the worst winter in living memory.

In the fading light last photographs were taken of the bleak cliffs and the roaring volcanoes, and weeping islanders saw their isolated homes fade into the darkness.

During the ensuing days one cable from the Captain included the illuminating phrase: "Momentarily working round the clock." When the following cable was received from Managing Directors copies were posted on every notice board:—

Heartiest congratulations for outstanding performance at Tristan. Please convey to all concerned we are proud and pleased to have such staff. Authorize you do everything to comfort the distressed."

## Happiness in a mourning camp

March 1962

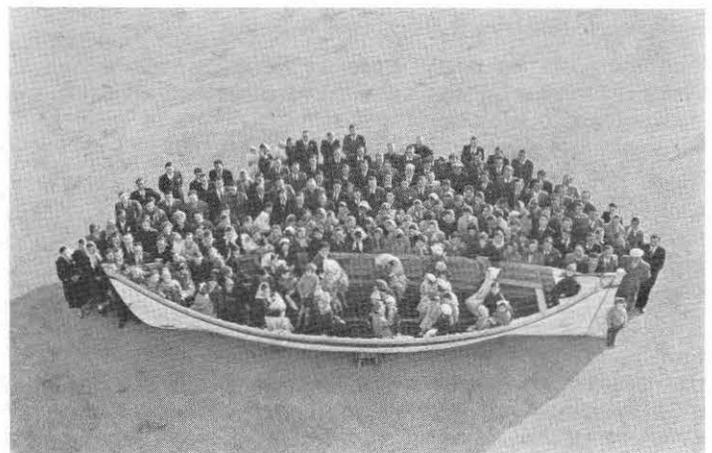


*Padre Jewell and Mrs Wheeler (wife of the Administrator) watch as Captain Giel greets Gordon Glass.*

"When Captain W.A. (Jim) Giel and his wife were on leave, they were invited by a leading Dutch newspaper, the "Algemeen Dagblad", to visit Camp Pendell just outside London. This is where the 260 islanders from Tristan da Cunha were housed after their rescue by *Tjisadane*.

Tristanians were moved to tears when they saw "their" Captain. Many had been taken ill since their arrival in England, and three had died.

Although Tristanians, particularly the older folks, still hope to be able to return one day, this seems very unlikely. The water supply is cut off, houses destroyed, and it is very doubtful whether the island can be inhabited again. The younger generation of Tristanians are working now; they have been confronted with things they never knew before—money, for instance, and, all too soon, taxes!"



*Before the Tristan community broke up, photographer Peter Dunne took this remarkable photograph of the islanders in and around one of their own long boats.*

## Home Again!

June 1963



"Almost exactly eighteen months after the entire population of the remote island of Tristan da Cunha had been evacuated by R.I.L.'s *Tjisadane*, another R.I.L. ship took back the main body of islanders.

This time it was the turn of *Boissevain* (Captain G.W. de Bruyn) to visit the volcanic island.

The British Administrator, Mr Peter Day, accompanied by his wife and 3 children, a doctor, an agricultural advisor, a wireless operator and journalists (16 people all told) came on board the *Boissevain* with the Islanders. Then followed a miscellany of baggage and stores: seed potatoes (2 tons), galvanized iron sheeting, hardboard, nails, shelves, butter, bacon, musical instruments and spring mattresses.

The trip from Rio was blessed with smooth, sunny weather. Other passengers on board took a tremendous interest in the islanders. 18 of the group were aged 50-66, 13 from 30-50 years of age and the two youngest were 7 and 8 years respectively. The Catering Staff did everything possible to make their journey a pleasant one and the Radio Officer was kept very busy with long and expensive telegrams from the journalists!

The men of the party were as happy as sandboys to work on their longboat on the Everts deck with paint and nails given to them by the Captain.

At 7.30 a.m. on 9th April, *Boissevain* dropped anchor 540 metres north of the lava stream near the settlement—the nearest the ship could safely come to shore. The ship was dressed overall to mark the historic occasion, and immediately on arrival the advance party of 12 islanders came alongside in their two white canvas longboats.

After the first warm greetings ("How you is?"—"I's fine"), no time was lost. In just over an hour all 67 passengers were ashore—a hazardous journey. First the swaying rope ladder had to be negotiated; the heavy swell made the lowering of a gangway too dangerous a proposition for the frail longboats. On reaching the landing place, a towline had to be thrown ashore, where 10 men waited to haul the heavily loaded boats out of the surf, over tree trunks, on to the rocky beach."

July 1966



"Exactly three years and one day ago, *Boissevain* called at Tristan, to bring back the Islanders from England via Rio de Janeiro. Now the same ship has taken away from the island a party of 35 (aged 2 to 65), who were all members of four families. Their stay in England from 1961 till 1963, after the eruption of the volcano, gave them a taste of civilization which has now prompted them to return to the motherland forever, with new hopes for the future.

The ship's call was a great excitement in the life of the small, 262-strong population, and many took advantage of the occasion to look over the ship whilst saying goodbye. Amongst those who boarded the ship was the Administrator of the Island during the last 12 months, Mr G.H. Whitefield. When asked why the islanders were leaving, he said: "They prefer the future in England; since the time they spent there after the eruption of the volcano, nearly everyone has relatives who stayed behind there."

## Commemorative Stamps

July 1965



"Two R.I.L. ships appear on a set of Tristan da Cunha stamps issued on 17th February this year: *Tjisadane* on the 1/- stamp and *Boissevain* on the 2/6d. one."

October 1961

## BRAND NEW SERVICE CONTEMPLATED BY RIL - NPSPS

"Snooping in Planning Dept. HK HO, we came across a startling memorandum from Mr F.N. Rowaan, proposing the inauguration of a new RIL Liner Service. This proposal, with its many implications, deserves careful study by all personnel. We therefore make no apology for reproducing it in full:—"

### Introduction

1. Our company, engaged in "cross trades" is experiencing increasingly difficult times as a consequence of
  - a) an awakening desire in young nations to take over the carriage of goods from and to their own countries as well as to take over the carriage of goods between so-called third countries;
  - b) the continued desire in older nations to take over everything.
2. Our company, not being a nation, is caught in the middle; the result is that ports which were practically discovered by us, cannot now be approached nearer than at five miles and are often not recognized by our captains because of the number of competition ships lying outside waiting for a berth (so-called "outsiders").

### Object

3. The object of this modest study is to try and find alternative routes where we can find the solitude so much appreciated by shipowners but so seldom found these days.

### General

4. One thing is certain: we do not want to go to Holland. So many reasons against calling at Holland can be advanced that it is unnecessary to mention any of them.

### More General

5. Neither do we want to call at Asia, Africa, Australia or South America. Nobody knows better than we the hardship connected with the trade in these areas. We have had enough of it.

### Most General

6. Actually, we do not particularly wish to call anywhere, but in that case we would be stuck with our
  - a) ships (navigare necesse est)
  - b) stockholders (defendere difficile est)
  - c) conscience (vivere terribile est)and unfortunately we shall have to do something.

### Idea

7. We have toyed with the idea of a service New York/Monte Carlo & v.v. (millionaires in bulk both ways—weight cargo eastbound, measurement cargo back).

### Better Idea

8. Two areas which surprisingly are not yet linked are the North Pole (Arctic) and the South Pole (Antarctic). We do not know exactly what cargo would have to move between these areas, but that consideration has never deterred us from opening a new service: the trade will follow the flag, regardless.

9. We do know, however, that there is a strong Arctic demand for Penguins (see business trip reports Nansen/1895, Amundsen/1905, Byrd/1926 and Snortz/1960) and a shocking Antarctic shortage of Polar Bears (reports Shackleton/1909, Amundsen-Scott/1911, Byrd/1928 & 1948 and Snortz/1960). Filling up cargo for the first difficult period could be ice (one way) and snow (the other way).

10. We could well use ships with ample passenger accommodation, as it is reported that there is a strong demand from potential passengers desiring a change of climate.

11. Ships should be fitted with plenty of reefer space (for the snow and ice), dry cleaning facilities (for the Polar Bears), clean shirts (for the Penguins), fur boots (against the cold), sunglasses (against the sun) etc. etc. but opening a new service unavoidably incurs much initial expense.

### Best Idea

12. No idea.

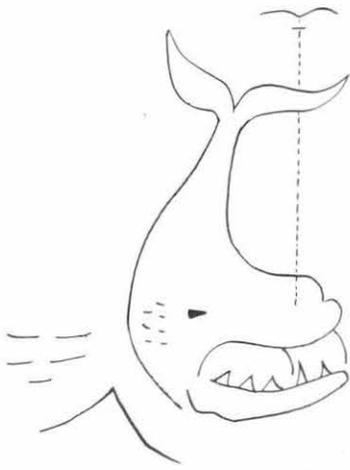
### Conclusion

13. Since we do not have any better ideas than the North Pole/South Pole Service (it actually is a "better idea"), we would suggest to investigate all angles.

14. Vital statistics of the North Pole economy can be requested from the trade departments of the U.S.A., Canada, the U.S.S.R., Denmark and Andorra (write in Spanish with a French accent); those for the South Pole from Argentina, Chile, the U.S.A., the U.S.S.R., New Zealand, the U.K. and Albania.

15. The name of the new service could be NPSPS, a very successful choice indeed, and well in line with our policy that names of services should preferably be unpronounceable.

16. We are eagerly awaiting your green light to proceed with the preparations."



## A WHALE OF A STORY

October 1961

"When *Straat Malakka* left Singapore on 10th December, 1951, her officers had not the slightest intention of fishing for big game; it all happened by the merest chance.

On the 15th of the same month, as the ship was making for Mombasa full speed over the deep blue sea, a sudden rumble shook her at about 9 o'clock in the morning. As you may imagine, everyone was startled and most rushed to the railing to see what was happening.

A fifth enginner, engaged with the blacksmith on some work aft, poked his head through the railing, expecting to see one of the two propellers damaged, or even gone. What he did see was blood in the water, and racing to the bridge, he yelled at the top of his voice "Man overboard!", a cry echoed by all hands on deck.

On the bridge, the Captain (who had left his studies), rushed to the wheelhouse, where he was met by the officer on duty with the cool remark "It certainly can't be rock or ground because we are in fourteen hundred fathoms of water Sir".

December 1961

## THAT WHALE AGAIN



One of the participants in the "Whale tale", Captain E.M. Drukker, has written to us with this curious tailpiece:—

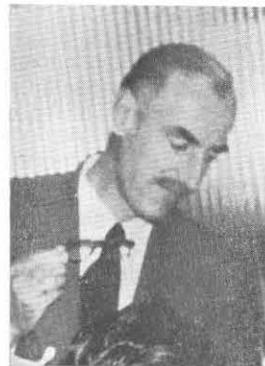
"Knowing how seldom a seaman's stories are believed (people just laugh politely or say "how very interesting"), I never dared tell this story. However, since it has been put in writing, I venture to tell you the sequel:

On a subsequent voyage we steamed through the same area of the Indian

Decisions were quickly made and the ship swerved off course. On hearing the "Man overboard" cries and the news about blood in the water, the rudder was kept hard over in order to complete the circle and, in doing so, to arrive approximately at the scene where the boom was heard and the shock felt.

Much to everyone's surprise they came to a red coloured area and found a big whale floating in the middle of it, neatly chopped in two as though cut by a butcher's sharp tools.

As the ship was pressed for time, there was no opportunity to inspect the whale closer, nor even time to hoist a part of it out of the water to obtain free juicy whale steaks.



Ocean. One afternoon we sighted an object in the distance which looked as if it might be a lifeboat or one of those yachts in which some people risk their lives.

Course was duly changed and we closed to investigate. To our great surprise the structure was a crudely fashioned cross made of what seemed to be huge vertebrae. On the horizontal part of it three characters were visible.

I made a hurried sketch of it (at times like these our cameras are never loaded) and sent the sketch with a report to Professor J.L.B. Smith.

In his reply Professor Smith wrote that the cross indeed seemed to be made of vertebrae and as far as he could make out they would be those of a whale; the characters were without doubt in the Balenic

(*Question on etiquette for our Catering personnel: should whale be eaten with meat or fish knives?*)

The carcass had to be left to the sharks who must have had the meal of a lifetime.

The whale was the main topic of conversation during the remaining two days of the trip. As you know, the size of fishes caught tends to grow bigger in the talking, but in this case the outstretched arms of a man were really too short to indicate the size of the whale. Fair guesses were made in tons.

Whales are sometimes seen in that area; it is not known whether this one was asleep just under the surface or on a suicide mission."

language and their meaning corresponded with our R.I.P.

I have been wondering whether there exists a breed of whales so high up the ladder of civilization as to be able to erect a monument for a companion killed in such an uncommon traffic accident".

*Reply to the etiquette question: "Do, as is generally done in R.I.L., attack everything with any knife and fork, or spoon and fork as long as you get enough".*

As many of the "Dramatis Personae" of this particular "fishy story" are still sailing with RIL or have retired from the Company, any doubting readers can check the facts with the following:—Captain W.Z. Mulder (retired), Captain E.P. Helleman (Safoccean Albany), Captain D.C.M. van de Kroft (Straat Nassau), Captain A. van de Spoel (Safoccean Amsterdam), Chief Engineer A. Bos (retired), Chief Engineer H. Spruyt (Asian Ensign), Chief Engineer W. Bakker (T.D. Rotterdam), Maitre d'Hotel SG. Kwok Ming (retired).

## STRAAT CLEMENT – MERCY SHIP

May 1962



"Drought, floods and famine—these were the lot of the people in vast areas of Kenya in 1961. Crops failed through early lack of water, then too much water came and whole villages were isolated by the floods. Roads were cut or washed away and the population was famine-stricken.

Heroic efforts have been made to feed the hungry. One District Commissioner alone reported that he had 27 relief centres set up, providing food for about 20,000 Masai. He added, "The situation is getting worse and I expect the figure to rise before long". The widely scat-



tered members of the tribe were being concentrated in "manyattas" (mud villages) at points where it was easy to distribute famine relief.

Among those from the outside world who have come to the aid of these desperate people are Messrs Gordon Edgell & Co. Ltd., well known in Sydney as prominent food exporters. They donated 10,000 cans (93.6 cu.ft.) of baby food for the hungry children and these were carried free of charge by Royal InterOcean Lines in *Straat Clement* to Mombasa."

## IN HET ZOG VAN MAGELHAEN

March 1968

*TJIPONDOK* was the first RIL vessel to pass through the Straits of Magellan in 1950 travelling from west to east on her way from Japan to Buenos Aires. In 1968 *STRAAT COOK* also made the return voyage from South America via the Straits. Captain A.J.M. Michielson reports:—

"The second part of the Straits is truly unique in its beauty and scenery. This is a rugged, mountainous and rocky land and completely desolate. Lashing strong winds and snow storms nearly all the year round makes it unlivable, and there is little vegetation except for a few hardy trees. The navigable part winds along past steep cliffs, through narrow channels, between isles and promontories. In some places it looks as if the snow-capped mountains are blocking up the Strait and gives the impression of a cul-de-sac. In other places glaciers descend into the sea.

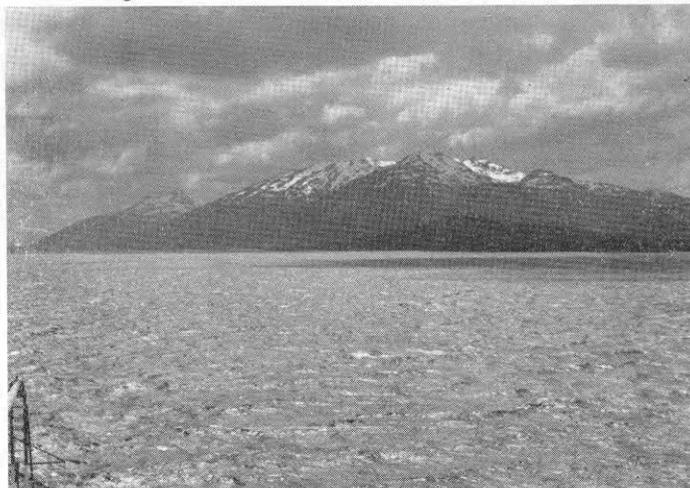
From seven in the morning until late that evening we sailed in between those magnificent white peaks and fjords, never seeing a sign of life except for a few birds. Leaving the Straits of Magellan was not so pleasant. At Paso del Mar, the last port of the Straits, the wind increased to Force 9, with thick weather and a strong set into the Straits from the South Pacific.

The South Pacific lived up to its reputation and met us with gale force winds and mountainous seas which slowed us down so much that we passed the last

land, Cape Pillar, without even making four miles an hour.

To prevent racing of the engines and heavy pitching, we had to reduce revolutions several times, and had also to alter course a few times. In the first ten days, we averaged about 13 miles an hour."

*In April 1974 STRAAT NAGOYA* also made a direct voyage from Buenos Aires to Japan, passing through the Magellan Straits.



## "FISHING" FOR MEN

January 1971



"If it had not been for Typhoon Opal, Captain J. de Jong would not have altered course on his way to Hong Kong from Durban, and if *Straat Fremantle* had not been off the normal route, she would never have spotted a sinking Taiwanese fishing boat, so small a dot in the ocean that it did not even show on the radar screen.

Force 7 winds whipped up heavy seas, and when the main engine of the 17-ton *Hung Get Shing* broke down, the trawler drifted helplessly for two days. The engine room was flooded and the vessel was sinking.

## SALUTE TO A DOCTOR

"On May 23, 1962 we received a so-called "XXX" message from the Australian ship *Barwon*. The contents were:—HAVE YOU A DOCTOR ON BOARD—STEWART HEAD ACCIDENT—FALL—BAD INJURY TO EYE—WRIST DAMAGE.

We answered, that we had a doctor on board. After exchanging some more telegrams, it turned out that the *Barwon* did not have a motorboat and so it was decided that we would lower our motorboat and that Doctor Panhuysen would first go to have a look at the injured man on board the *Barwon*. There he would decide whether it was better to take him to the *Tjinagara* or treat him on the *Barwon*.

It was not easy to come alongside this *Barwon* as there was quite a

Some 210 miles south of Hong Kong, Chief Officer Willem Verbaan, on duty, was the first to spot a small light just before dawn, and on looking through his binoculars he saw a red distress flare shoot up into the sky. It was in fact the only one that the *Hung Get Shing* possessed.

*Straat Fremantle* turned cautiously towards the spot, beaming her searchlight towards the drifting boat, but heavy seas with 25-foot waves prevented her from getting too close. All available officers and crew were called up on deck, and the ship

heavy swell running, and it was worse for our doctor who had to get up that pilot-ladder.

Once on board the doctor decided that it was better to take the wounded man to the *Tjinagara*; we came alongside again and had some bad moments when the wounded man was lowered down, got out of control and clashed against the ship's side. But we got him on board the *Tjinagara* safely and there it proved that he was almost scalped. The doctor treated him temporarily and when we arrived in Fremantle, was taken to hospital where he was given about 52 stitches in his scalp."

(Dr. R.M.A. Panhuysen retired from RIL in 1966)

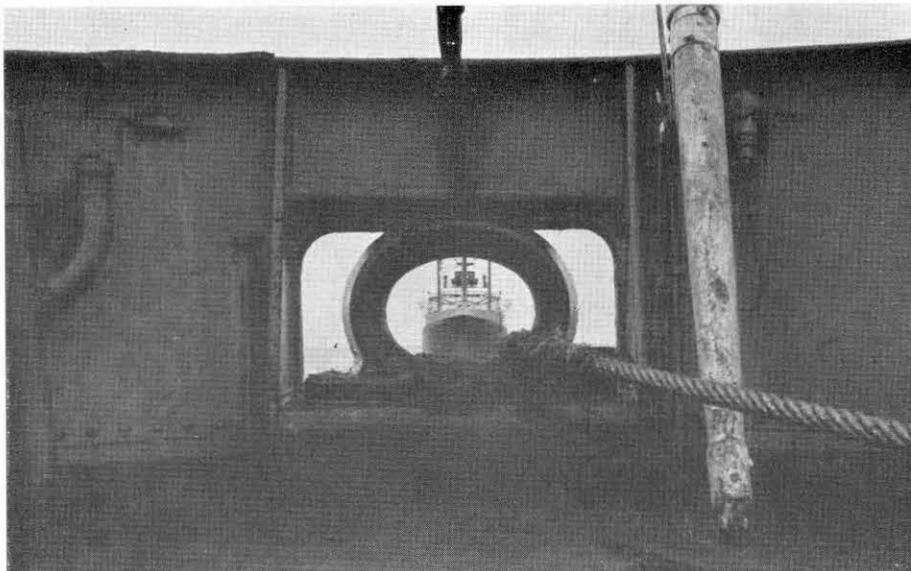
prepared for rescue work, rigging up nets along her sides.

Captain de Jong now turned to put the sea on his port quarter, giving a little bit of lee to the *Hung Get Shing* and slowing down its drift. Three rockets were fired in an attempt to get a line across, but the fishing-boat failed to pick them up. As a fourth was being prepared, four desperate young men from the trawler jumped into the raging seas with inflated rubber tyres, and with great courage and strength succeeded in swimming with a line and scrambling up *Straat Fremantle's* nets. Now the little 17-ton boat could be brought to within a short distance of the ship's starboard side. Still dark, with both vessels rolling heavily, it was a perilous operation. The searchlight helped, all the crew wore lifejackets as a precaution against sneaking waves, and then the heavy surge gave rise to an amazing scene: as the small craft was tossed up almost to the level of the freighter, rescuers snatched the fishermen, one at a time, off the deck. Seeing a chance to salvage at least some of their meagre belongings, the Taiwanese slung these also over to *Straat Fremantle's* deck with each upward lift. For a short time, it seemed to the freighter that men and bundles were coming in all directions, but not a single one was missed, and the story has it that big Willem Verbaan was hauling in two men at a time—one in each hand!"



## SUCCESSFUL TOWAGE TRIP

May 1958



Tjinegara tows Straat Torres. (Photo by 2nd Officer J.L. van Schoondrager)

**STRAAT TORRES** developed engine trouble on 12th March off the Sumatra coast, and had to be towed by Tjinegara to Singapore.

"It was decided that the chain cable of *Straat Torres* would be connected to a heavy wire from *Tjinegara*, a method of towing often successfully employed.

When *Tjinegara* arrived on the scene on 17th March, after anchoring close to *Straat Torres*, the motorboat was lowered for communication. First of all a 3" rope was hauled on board *Straat Torres*, followed by a 8"

Manila rope, followed by a heavy wire which was shackled onto the chain cable of the *Straat Torres*. The anchor had already been removed from the chain. The chain cable was led over the windlass and through the hawse pipe in the ordinary way, so that the length of the chain could be adjusted as required.

On board *Tjinegara* the heavy wire was taken with a turn round a pair of bitts, then round the aft deck house, and made fast to a pair of bitts on the other side. After making the connection about 5 shackles of

chain were paid out to avoid a sudden tightening of the tow rope.

About 2 hours after the arrival of *Tjinegara* both ships weighed anchor to commence the actual towing. 20 minutes later however the wire parted and a new connection had to be made, which took about one hour. Again the wire parted, but the third time everything went well and in the early hours of March 18th the tow was on its way to Singapore. The tow rope then consisted of a heavy wire and seven shackles of chain cables.

During this trip speed had to be reduced on two occasions on account of showers, whilst the length of the chain cable had to be shortened on approaching shallow waters.

On March 21st the tow arrived outside Singapore, and in the vicinity of the Ajax Shoal *Straat Torres* was taken over by two tugboats which brought the vessel to an anchorage in the roads.

The total distance of the tow was 485 miles and the average speed appr.  $6\frac{1}{2}$  knots.

Some of our readers might get the impression from this statement that the towing of one ship by another is a fairly simple operation. This however, is not so, and we might end by saying: "A difficult job well done".

## LISTING... BUT SHE MADE IT

May 1965

### Fire-ravaged ship towed by Van Cloon

Another traumatic towage operation took place following an engine explosion aboard the Swedish freighter *Lake Ontario* on 1st March, 1965, which set fire to the ship's engine room, mid ships and radio room.

*Van Cloon* happened to be in the area and went to the rescue. An exhausting four day tow ensued back to Brisbane, the nearest port. During the tow several people were transferred from *Lake Ontario* to *Van Cloon*, while *Lake Ontario* con-

tinued to fight the fire with the small motor pump at her disposal.

"Heavy rolling in the southerly swell and the increasing list of the *Lake Ontario* made steering very hard and she yawed considerably. During the last 10 miles, with a shortened tow, she became almost unmanageable.

Just off Cape Moreton, on 7th March, two waiting tugs took over and towed her in to Coloundra in the Brisbane River.

During the whole 850 miles, *Van Cloon's* wireless operator took and received messages for both ships, as well as communicating with *Lake Ontario* by means of the latter's lifeboat auxiliary wireless set.

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

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

## FLOOD HAVOC IN HONG KONG

August 1966

"Only two years ago, Hong Kong was crying out for water! A two year drought had reduced the Colony to water rationing of 4 hours every fourth day. But what a different story in 1966. By the middle of June, a total of 57.47" of rain had descended on the Colony against an average of 29.36".

The first 12 days of June brought 14.84" of rain; several reservoirs overflowed, some streets were flooded, and most outdoor functions were cancelled. But this was just a prelude to disaster.

Sunday, 12th June was the day when malevolent 'mother' nature discharged over 15" of rain onto the already saturated Colony, all in the space of 24 hours. Between 7 a.m. and 8 a.m. a total of 4.36" fell, the greatest hourly rainfall ever recorded since observations began in 1884.

On that Sunday morning, the streets were turned into raging torrents, landslides came crashing down the hillsides, killing people, wrecking homes, blocking roads and sweeping cars away like toys. Underground sewers and nullahs could not contain the volume of water and vast geysers gushed forth into already flooded streets.

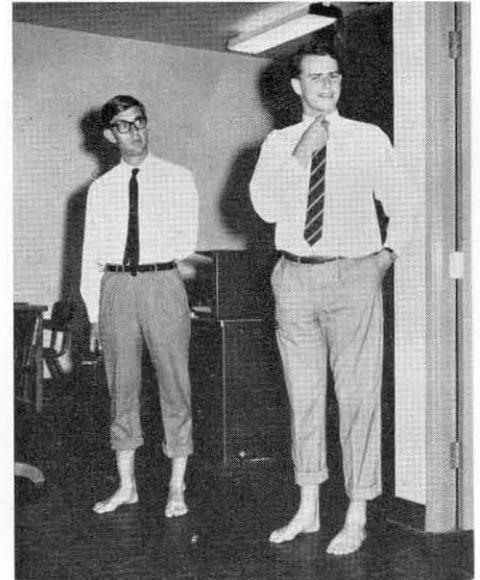
49 people were known to have died, almost 5,000 had been evacuated and countless houses, huts and boats were damaged or destroyed.

The most devastating torrent of water from the Peak district of Hong Kong Island hurtled down Magazine Gap Road, turning it into a seething river of destruction. It dislodged rocks, trees, boulders and branches and this increasing volume of liquid debris hurtled down Garden Road and down the Peak Tram track. A huge boulder crashed into the Peak Tram and derailed it.

In most areas, communications were shattered. Telephones were out of order, gas electricity and water supplies cut off and for a time, even the radio operated on emergency power. Everywhere traffic was completely paralysed, trams, buses and cars were stranded.

The Peak area was completely isolated. The main Peak Road above its junction with Stubbs Road was swept away by a landslide. Other approach routes to the Peak were blocked with mud, debris and more landslides: the residents were stranded.

Interocean House at the northern end of Hong Kong Island was situated in one of the most severely affected areas. Neighbouring Shaukiwan, on the morning of the downpour, was completely submerged and all traffic paralysed. Floods swirled along Java Road, while in parallel King's Road the water was even deeper and the debris thicker. The principal menace to the area was the Braemar reser-



"Why so baffled Mr Carpentier Alting—did nobody in BA warn you that Hong Kong is an unpredictable place?"



Up the hill came the tough guys all wilting in the heat. From left to right, Mr Sweijen, Mr Leurs, Mr Saman and Mr Roos.



Saved from a soaking by a large umbrella and a tiny boat, Managing Director F. Terwogt is rowed from Shek-O beach to the waiting launch.



In Ming Yuen Street West near HKHO this incredible sight—over 50 cars were piled up by the force of the water.

voir on the hillside overlooking North Point, which overflowed during the storm. It unleashed violent volumes of water which surged down the steeply sloping Ming Yuen Street West, propelling more than 50 cars down the hill and dashing them together at the bottom into an incredible heap of twisted metal. Through the chaos on that Monday morning, RIL staff struggled to work. The only approach to HK HO was by sea as the roads were impassable. Many residents of less-badly-hit Kowloon caught their launch as usual and arrived looking spic-and-span, but at 8.30 a.m. very few desks were occupied. The first Peak residents to appear for work were Messrs van Tuyll and Alting, who arrived punctually. They left home at 7.00 a.m. to pick a perilous path

down to Central District, whence a launch took them to Interocean House. After this spartan effort, off came their saturated shoes and socks, up were rolled their muddy trouser legs and they padded round the sparsely populated office bare-footed.

Gradually more people arrived. Mid-levels dwellers trod a muddy track down to Central and climbed aboard the launch for North Point. Interocean I launch sped round to Shek-O beach to pick up Managing Directors, who were ferried from the shore to the launch in a tiny rowing boat.

Conspicuous by their absence from both HK HO and HK MH were residents of the Peak, Repulse Bay and other outlying areas.

The following day, there were very few absentees; people got to work somehow. Both offices took on a strange appearance as shorts were quite the accepted dress and the conventional office suit was left in the wardrobe.

Many of the 'essential' office staff who lived in isolated areas were accommodated in a central hotel, while the 'non-essential' staff, (or those who enjoyed walking), were greeted with the prospect of an hour's steep uphill climb at the end of the day.

By the end of that week, when life in R.I.L., as in the whole Colony was returning to normal, many members of the Company were fitter, not to mention slimmer!"

## NOW IT CAN BE TOLD

**Amongst many diverse functions performed by RIL vessels in the early days of RIL Post, TJIPANAS sailing in the Indian Ocean, acted as makeshift weather ship for KLM. The Master reported:—**

"We sailed from TG. PRIOK on April 12th, 1949, en route to PORT LOUIS—MAURITIUS—at least we thought so. Prior to sailing we had received an official letter from Kali Besar: "to render every possible assistance to K.L.M. planes . . . ." as if . . . all right, we'll let bygones be bygones!

So we started to supply weather information (WX) to K.L.M. planes; we did not quite like the weather at sea-level but apparently it was not so bad at 15,000 feet up and besides the Northbound plane was nearing its goal and sort of relaxing, the Southbound plane still optimistically inclined and probably nursing head-aches". . . .

"On the 16th a message came from K.L.M. Operations DJAKARTA that the plane would take the plunge down on that date at 1530 GMT. That included nightwork for our Sparks again but that just meant nothing to him; he had sort of sharpened his wavelength to the extent that he could pick up planes at 500 miles distance and hang on to

them for another 500 after they had passed overhead, so a plane would keep him busy for a solid 5 hours, after his regular hours of duty.

I asked him what he did when he did not send WX or take bearings and he thought he sometimes yawned, but I should hear the chaps in the plane! They sometimes yawned to make his receiver crackle!". . . .

"Well we did our best until one plane ran into adverse weather way up and we had to do our utmost. It requested upper-cloud information if available. I was at table at that time and naturally nobody ever told me a thing. Around 2100 h. I strolled to the bridge and found no 3rd mate; the old Quartermaster however pointed to topside and I climbed to the flying bridge. At the top of the stairs I gasped: there was Johnny lying flat on his back with both hands under his head! relaxing? drunk? sick? stargazing? Drunk impossible, he never took a thing before going on duty and besides he could stow the business part of a square-face without flinching; sick? impossible, he could eat tacks fired in asphalt. Stargazing? maybe, but with a few thousand miles of ocean ahead it was a bit thick. Just when I had my airvessels up to the appropriate pressure to let go a steady stream of choice invective he got up, slipped down without giving me much more

than an absent look, muttering something about: "Lucky b . . . . b . . . ." (he had been to Australia in s.s. *Tjibesar*). It proved that the plane on the way down again was near her "point of no return" and was just waiting for our WX to see if the adverse upperwinds would continue to pester them. Johnny had chosen the only practical posture on a rolling ship to watch the upper clouds and told them of his observation. So instead of deciding by "ine mine mo" on their uniform buttons, they took our word for it and carried on (made it too!).

They passed some 50 miles north of us just before daybreak. We had lighted the *Tjipanas*'s big searchlight on the flying bridge and focussed it pointing aft and a little to SB; he picked it up and they said they no longer felt so "bl . . . alone in the world"; the message ended:

*Would you tell your Commander that he is entitled to a drink at the home of Captain Paap, Meester Sixlaan No. 22, Amstelveen, telephone 3043 we thank you very very much.*

The last plane arrived at Mauritius on April 20th. She was overhead just after daybreak, and when she had picked up our searchlight she left her lofty perch and made for us to circle once and dip her wings. All our passengers were on the flying bridge in richly varied nightgear and cheered."

## SWITCHED ON!

June 1969



The reward for the job is seen in the face of this old lady (mother of Cargo Clerk SG Lok Chi Nam of STRAAT BANKA) as she listens to her own voice during the playback.

"There are some really 'switched-on' families in Hong Kong these days. During the last year, the Crew Department has been building up its tape-recording programme for the ships which do not call at Hong Kong. Relatives are invited to record messages on tapes which are afterwards despatched to the ships. Interludes of recorded music divide one family's messages from another's.

At first it was a comparatively small number of people who visited Interocean House. Then some research revealed that it was not always easy for families to get to North Point, so nowadays Miss L. Chui goes out "in the field". Accompanied by Mr Chan Hin and Mr Chiu Yu Sheung, she climbs hills to trace small huts, or threads her way through crowded apartment blocks to find the families who await their recording sessions with deep interest. Children speak or sing to their fathers or brothers, wives report on family progress to husbands, and parents send messages to sons.

It is sometimes quite an emotional occasion, and the same can be said when the voices are heard clearly and distinctly on board the ships."

## MA CHO LUNG

January 1968

At least 200 men working in the enginerooms of the RIL fleet share the family name of Lam. The remarkable thing is that all these people—just about one-seventh of the engineroom crews—originate from one peaceful little village in the New Territories of Hong Kong, Ma Cho Lung Shun Yee Sun Chuen (Ma Cho Lung Lutheran New Village). To find out more about these unusual circumstances, RIL Post made the 28 mile journey to Ma Cho Lung.

"We were met by two Village Representatives, Mr Lam Yuen Fong and Mr Lam Yin. Looking around at the quiet peaceful scene, it was difficult to imagine why so many men had left to go to sea. Mr Lam Yin said that he believed that in the more remote past, their ancestors had been boat people living in sampans on the broad Pearl River, so perhaps ancestry has something to do with the Lams' liking for ships.

The first contact which the family Lam had with the 'Java Koongsie' was through the 'Wing On Boarding House', which in the old days acted as sub-contractor to the crew agents. It was through the village's link there with the late Mr Lam Sau that the men from Ma Cho Lung signed on in RIL ships.

Oldest of all the Lams at present with RIL is Mr Lam Leung, 'Boy' on board *Straat Van Diemen*, who was born in 1902. He was a Leading Fireman until 1960 when he requested to be downgraded to a less onerous task because of his age. Then there is Mr Lam Kow, No. 1 Fireman on *Tegelberg*, who signed on in May, 1947, and has never been off since.

The *Tegelberg* engineroom is full of Lams—no less than eleven of them.

Another impressive fact is that as many as thirteen of the RIL fleet's No. 1 Firemen are from the Lam Family, a solid backbone of petty-officers with sound knowledge and experience. Mr Lam Fook, No. 1 Fireman on board *Straat Colombo*, is one of the three Lams who are proud recipients of a presentation watch for twenty-five years service to the Company. The other two have already retired, and in fact the list of Lams with past service to RIL is even longer than the current list.

The Company can be very proud to have such men as these, with long years of loyal and faithful service."



## TYPHOONS

November 1957

"Disaster struck the *Tjibantjet* in September 1957. Whilst sheltering from typhoon Gloria in Hong Kong's Junk Bay, she was driven aground below Devil's Peak at the eastern entrance to the harbour. Fortunately there were no casualties amongst those on board.

The salvage operation was beset by difficulties. The task of surveying the damage was delayed by a tropical storm and a heavy swell. Before the ship could be refloated, her cargo had to be discharged, but with a list of 33°, all her holds were completely flooded. Eventually, with a skin diver in each hold, the cargo was secured to hooks and loaded onto a horizontal platform, built on deck for the purpose. It was then discharged by floating derricks into lighters alongside. In total, 3,285 kilo tons of cargo were salvaged. Winches, anchors, chains and other equipment were then removed in order to lighten her topweight. By pumping compressed air into some of her holds, her buoyancy was increased and her list reduced to 28°. With the aid of four tugs and a rising tide, she was towed smoothly off the rocks. After being beached, four "camels" (large tanks of compressed air) were installed and at a list of only 8° she was towed to dry dock. Two years later, and after extensive repairs (500 tons of new steel were used) she eventually entered the EAFS (Far East-East Africa Service) in May 1959 and sailed for Japan."



### In September 1957 RIL Post also recalled

"September 1937 when a highly destructive typhoon hit Hong Kong. With winds nearing 100 miles per hour and the eye of the typhoon passing seven miles south of the Royal Observatory, it was the worst typhoon to hit Hong Kong since 1896. Out of the 101 steam vessels berthed in Hong Kong harbour and its environs, 28 were stranded including *Van Heutsz*. With twelve hundred deck passengers on board the vessel was cast adrift and rammed into *Gertrude Maersk*, thereby incurring a deep gash from top to bottom on her starboard side. Miraculously there were no casualties. *Van Heutsz* ended up stranded on Green Island."

## ROYAL VISITS

January 1963

"During her recent private visit to Hong Kong, Princess Beatrix attended a reception held at Interocean House. On this occasion, which delighted the Dutch community here, the Princess insisted upon complete informality. She arrived, looking charming in a flowered silk dress and a small hat of ospreys, and each guest was presented to her."

### April 1959

"His Royal Highness Prince Philip, Duke of Edinburgh, arrived in Hong Kong on 6th March 1959. On the second day of his visit, he crossed Kowloon Bay from Kai Tak and landed at R.I.L.'s Headoffice pier, this being the shortest route to reach the South China Stadium. Upon arrival H.R.H. waved to the staff members and their families who watched the scene from the office. He was met at the pier by Mr J.R. van Osselen. Despite the fact that at the time of the arrival at the pier, H.R.H. was 5 minutes behind schedule, Prince Philip showed great interest in the Company, and asked Mr van Osselen many questions concerning R.I.L. He admired the building and asked when the office was opened, when the Company was founded and whether same was financed on Dutch capital."



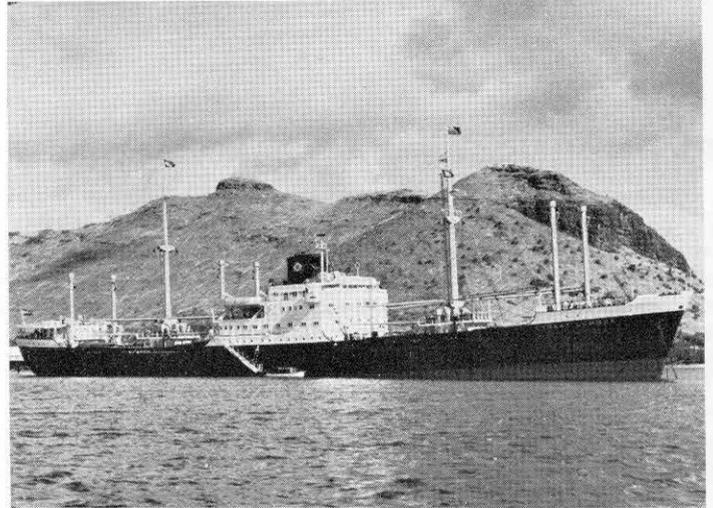
*The Princess arriving at Interocean House accompanied by the Acting Dutch Consul-General and Mr van Osselen.*

# FLEET REVIEW

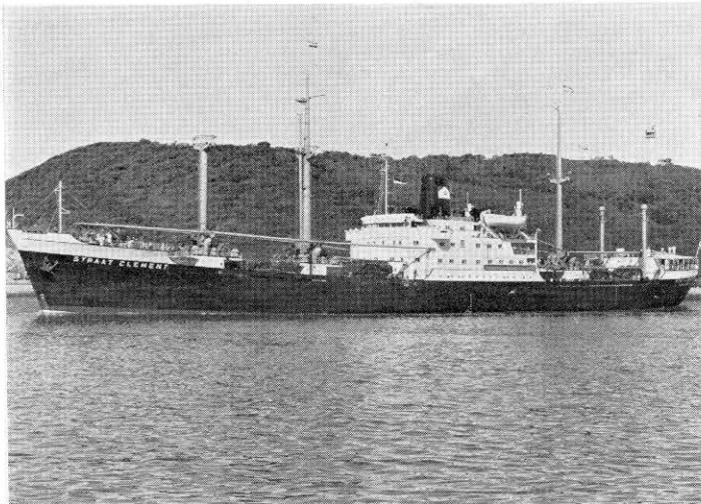
RIL Post has reported the building, launching and delivery of nine main designs of RIL freighters during the past 21 years.



|                   |               |
|-------------------|---------------|
| STRAAT BALI       | built in 1954 |
| STRAAT MOZAMBIQUE | " 1954        |
| STRAAT MAGELHAEN  | " 1958        |
| STRAAT VAN DIEMEN | " 1959        |
| STRAAT RIO        | " 1960        |



|                  |               |
|------------------|---------------|
| STRAAT SINGAPORE | built in 1957 |
| STRAAT JOHORE    | " 1957        |
| STRAAT TORRES    | " 1956        |
| STRAAT COOK      | " 1956        |
| STRAAT MADURA    | " 1957        |
| STRAAT LOMBOK    | " 1957        |



|                   |               |
|-------------------|---------------|
| STRAAT CLEMENT    | built in 1959 |
| STRAAT CLARENCE   | " 1959        |
| STRAAT CUMBERLAND | " 1960        |
| STRAAT CHATHAM    | " 1962        |
| STRAAT COLOMBO    | " 1962        |



|                  |               |
|------------------|---------------|
| STRAAT FREETOWN  | built in 1963 |
| STRAAT FRAZER    | " 1963        |
| STRAAT FRANKLIN  | " 1963        |
| STRAAT FREMANTLE | " 1964        |



|                  |               |
|------------------|---------------|
| STRAAT HOLLAND   | built in 1967 |
| STRAAT HONG KONG | " 1967        |
| STRAAT HOBART    | " 1968        |
| STRAAT HONSHU    | " 1968        |



|                    |               |
|--------------------|---------------|
| SAFOCEAN AMSTERDAM | built in 1968 |
| SAFOCEAN ADELAIDE  | " 1968        |
| SAFOCEAN ALBANY    | " 1968        |
| SAFOCEAN AUCKLAND  | " 1968        |
| STRAAT ALGOA       | " 1969        |
| STRAAT AGULHAS     | " 1969        |

# FREIGHTER FLEET 1950-1975

In 1950 the RIL freighter fleet consisted of:—

|                | Sold in |              | Sold in |
|----------------|---------|--------------|---------|
| Tjibesar       | 1952    | Tjibodas     | 1969    |
| Tjisondari     | 1957    | Keerkring    | 1967    |
| Tjibadak       | 1959    | Siberoet     | 1967    |
| Straat Malakka | 1967    | Camphuys     | 1969    |
| Straat Soenda  | 1967    | Sinabang     | 1967    |
| Tjipanas       | 1967    | Van Riebeeck | 1969    |
| Tjimenteng     | 1963    | Siaoe        | 1969    |
| Tjipondok      | 1971    | Sigli        | 1968    |
| Tjikampek      | 1970    | Silindoeng   | 1968    |

Between 1950 and 1975 the following freighters were built for/delivered to RIL:—

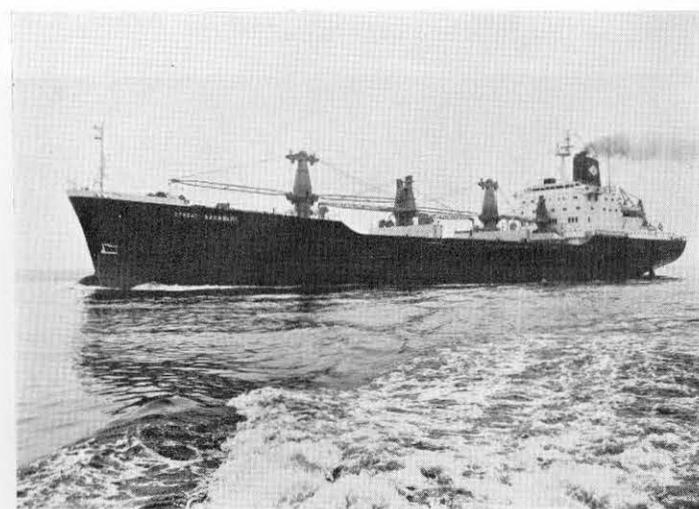
|                                   | Built | Delivered to RIL | Sold |
|-----------------------------------|-------|------------------|------|
| Sibigo                            | 1950  |                  | 1968 |
| Musi                              | 1950  |                  | 1974 |
| Sanana                            | 1950  |                  | 1968 |
| Sabang                            | 1950  |                  | 1968 |
| Sambas                            | 1950  |                  | 1968 |
| Straat Makassar/Tjinegara         | 1951  |                  | 1971 |
| Straat Banka                      | 1952  |                  | 1971 |
| Tjibantjet                        | 1952  |                  | 1972 |
| Straat Bali                       | 1954  |                  |      |
| Straat Mozambique                 | 1954  |                  |      |
| Houtman                           | 1954  |                  | 1972 |
| Van Noort                         | 1955  |                  | 1969 |
| Van Neck                          | 1955  |                  | 1969 |
| Van Cloon                         | 1955  |                  | 1969 |
| Straat Cook                       | 1956  |                  | 1974 |
| Straat Torres                     | 1956  |                  |      |
| Straat Madura                     | 1956  |                  | 1974 |
| Straat Lombok                     | 1957  |                  |      |
| Straat Singapore                  | 1957  |                  |      |
| Straat Johore                     | 1957  |                  |      |
| Straat Luanda                     | 1958  |                  |      |
| Straat Le Maire                   | 1958  |                  |      |
| Straat Lagos                      | 1958  |                  |      |
| Straat Luzon                      | 1958  |                  |      |
| Straat Magelhaen                  | 1958  |                  |      |
| Straat Van Diemen                 | 1959  |                  |      |
| Tjimanuk                          | 1959  |                  | 1972 |
| Straat Clarence                   | 1959  |                  |      |
| Tjiliwong                         | 1959  |                  | 1972 |
| Tjitarum                          | 1959  |                  | 1975 |
| Straat Clement/Asian Express      | 1959  |                  |      |
| Straat Rio                        | 1960  |                  |      |
| Straat Cumberland                 | 1960  |                  |      |
| Straat Chatham                    | 1962  |                  |      |
| Straat Colombo/Asian Explorer     | 1962  |                  |      |
| Straat Frazer/Asian Endeavour     | 1963  |                  |      |
| Straat Franklin                   | 1963  |                  |      |
| Straat Freetown/Asian Ensign      | 1963  |                  |      |
| Straat Fremantle/Asian Enterprise | 1964  |                  |      |
| Straat Futami                     | 1965  |                  |      |
| Straat Fushimi                    | 1965  |                  |      |
| Straat Fiji                       | 1966  |                  |      |
| Straat Florida                    | 1966  |                  |      |
| Straat Towa                       | 1967  | 1966             |      |
| Straat Holland                    | 1967  |                  |      |
| Straat Hong Kong                  | 1967  |                  |      |
| Straat Hobart                     | 1968  |                  |      |
| Straat Honshu                     | 1968  |                  |      |
| Safocan Amsterdam                 | 1968  |                  |      |
| Safocan Adelaide                  | 1968  |                  |      |
| Safocan Albany                    | 1968  |                  |      |
| Safocan Auckland                  | 1968  |                  |      |
| Straat Algoa                      | 1969  |                  |      |
| Straat Agulhas                    | 1969  |                  |      |
| Straat Talbot                     | 1967  | 1970             |      |
| Straat Tauranga                   | 1967  | 1970             |      |
| Straat Tanga                      | 1948  | 1971             | 1972 |
| Straat Korea                      | 1964  | 1971             |      |
| Straat Kobe                       | 1964  | 1971             |      |
| Straat Nagoya                     | 1971  |                  |      |
| Straat Nagasaki                   | 1972  |                  |      |
| Straat Nassau                     | 1972  |                  |      |
| Straat Napier                     | 1972  |                  |      |
| Straat Forcados                   | 1962  | 1973             |      |
| Straat Fresco                     | 1962  | 1973             |      |
| Straat Fukuoka                    | 1961  | 1973             |      |



STRAAT LUANDA built in 1958  
 STRAAT LEMAIRE " 1958  
 STRAAT LAGOS " 1958  
 STRAAT LUZON " 1958

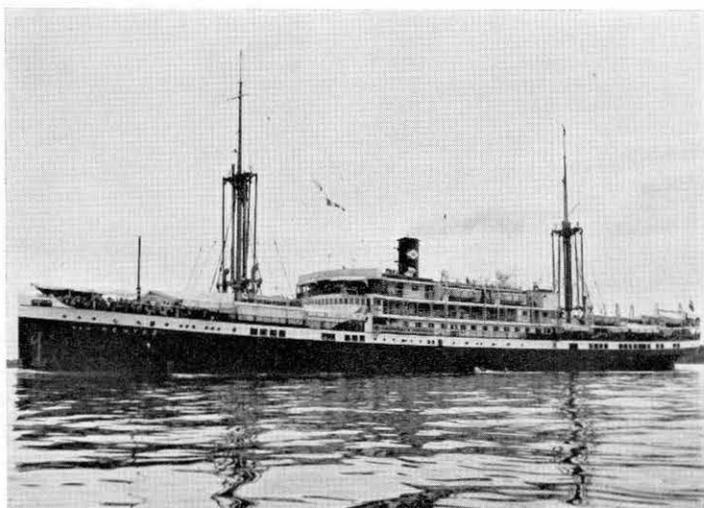


STRAAT FUTAMI built in 1965  
 STRAAT FUSHIMI " 1965  
 STRAAT FIJI " 1966  
 STRAAT FLORIDA " 1966



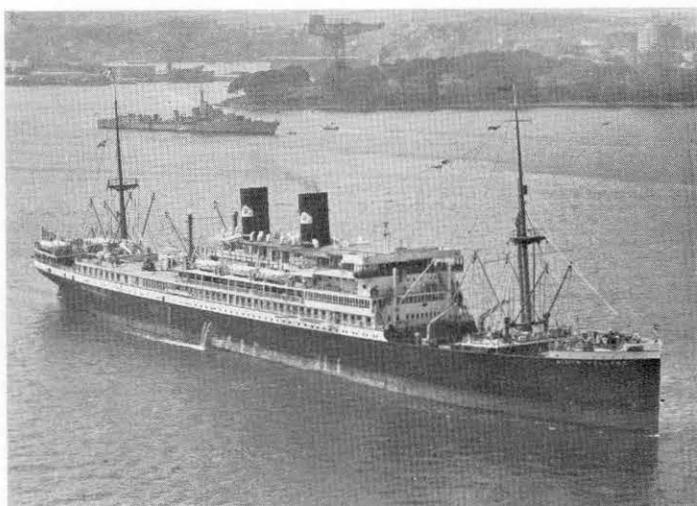
STRAAT NAGOYA built in 1971  
 STRAAT NAGASAKI " 1972  
 STRAAT NASSAU " 1972  
 STRAAT NAPIER " 1972

# PASSENGER FLEET REVIEW



VAN HEUTSZ

Built in 1926



ss NIEUW HOLLAND

Built in 1928



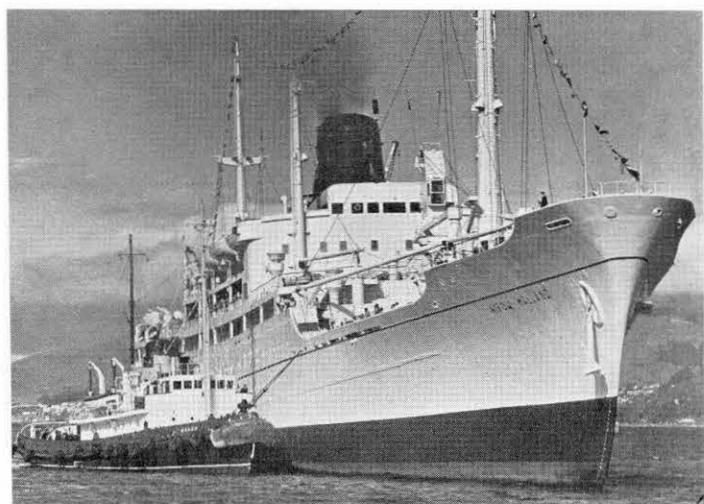
BOISSEVAIN

Built in 1937



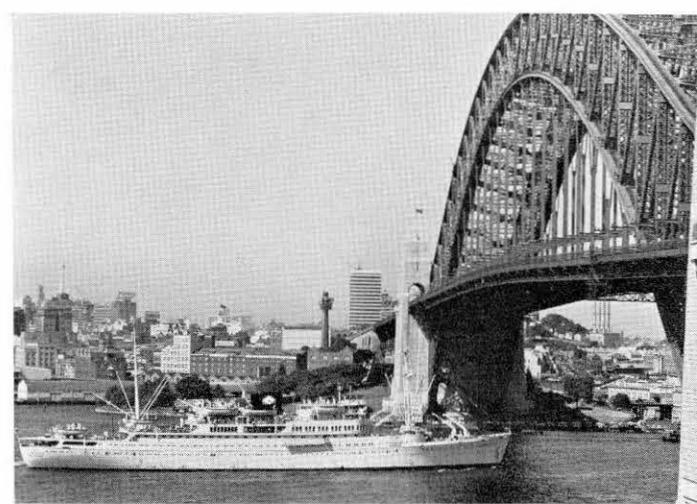
STRAAT BANKA

Built in 1952



mv NIEUW HOLLAND

Built in 1958

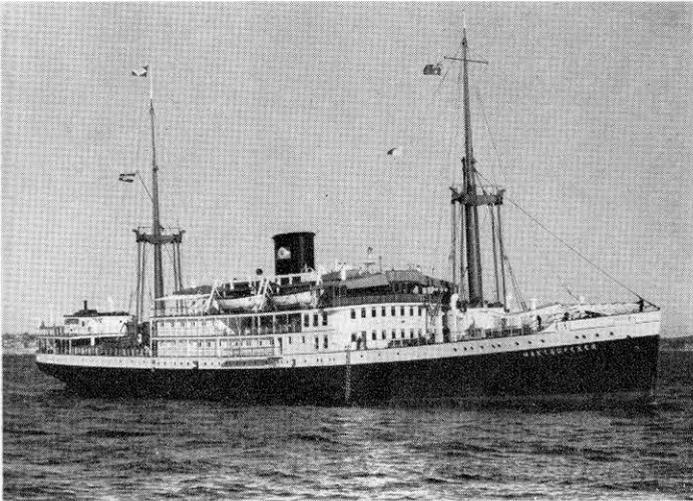


TJIWANGI

Built in 1950

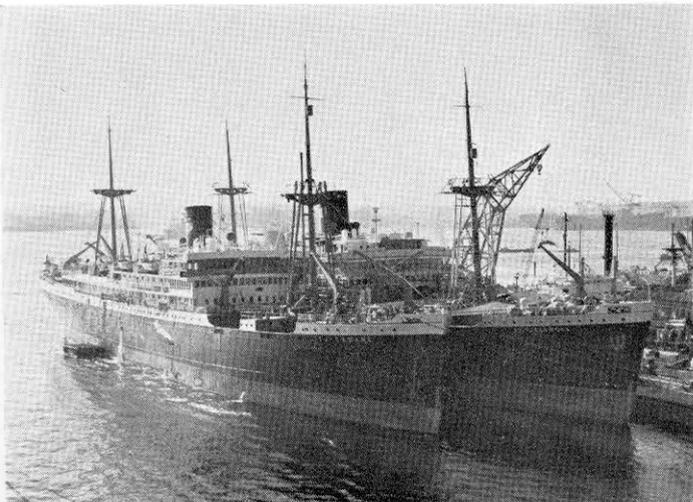
## PASSENGER FLEET 1950-1975

|                           | Built | Delivered to RIL | Sold |
|---------------------------|-------|------------------|------|
| Tasman                    | 1922  | 1947             | 1955 |
| Van Heutz                 | 1926  | 1947             | 1956 |
| ss. Nieuw Holland         | 1928  | 1947             | 1959 |
| Tjisadane                 | 1931  |                  | 1962 |
| Maetsuycker               | 1937  | 1947             | 1960 |
| Boissevain                | 1937  | 1947             | 1968 |
| Ruys                      | 1938  | 1947             | 1968 |
| Tegelberg                 | 1938  | 1947             | 1968 |
| Tjitjalengka              | 1939  |                  | 1968 |
| Tjiwangi                  | 1950  |                  | 1974 |
| Tjiluwah                  | 1951  |                  | 1972 |
| Straat Makassar/Tjinegara | 1951  |                  | 1971 |
| Straat Banka              | 1952  |                  | 1971 |
| mv Nieuw Holland          | 1958  | 1971             | 1974 |



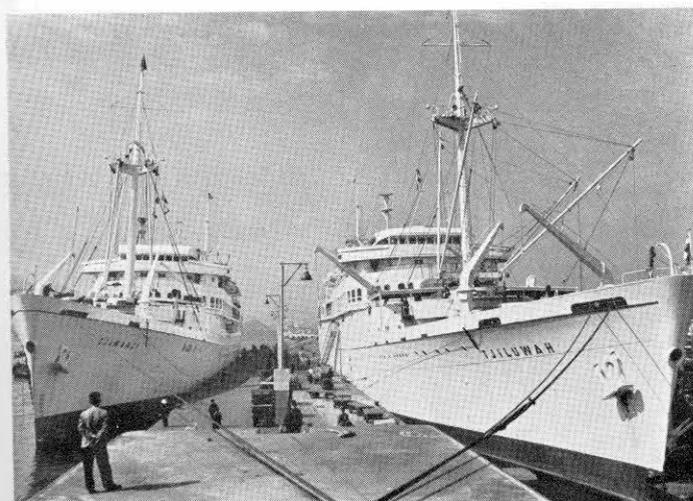
MAETSUYCKER

Built in 1937



TJSADANE  
TJITJALENGKA

Built in 1931  
" 1939



TJIWANGI  
TJILUWAH

Built in 1950  
" 1951

## PASSENGER SERVICES

Between 1950 and 1975 RIL passenger ships sailed in the following services:—

### Australia—South America (ASAS express)

Boissevain  
Ruys  
Tegelberg  
Tjitjalengka  
Straat Banka  
Tjinegara

### Singapore—Straits—Japan (SSJS)

Van Heutz  
Tasman

### Indonesia—Straits—East Australia (EAUS)

ss Nieuw Holland

### Indonesia—Straits—West Australia (WAUS)

Maetsuycker

### Hong Kong—Java (HJS)

Tjiwangi  
Tjiluwah

### Australia—Java—Japan—Hong Kong—Australia (AJHAS)

Tjiwangi  
Tjiluwah

### Australia—Indonesia—Straits (AISS)

mv Nieuw Holland

### ORANDA—SEN

*Since 1950, passenger vessels in ASAS have carried tens of thousands of emigrants from Japan, Okinawa, Korea and Taiwan to Brazil, Argentina, Paraguay and Bolivia.*

### April 1966

"In Japan, Okinawa, Korea and Taiwan, R.I.L. is known as 'Oranda-Sen', meaning a vessel which gives good service and food. This name has been given by the thousands of emigrants who have sailed in our ships since 1950 from over-populated, extremely poor homes to find new lives in South America; 15,000 Japanese, 9,900 Okinawans, 1,730 Koreans and 1,350 Taiwanese have sailed on our ships to date."



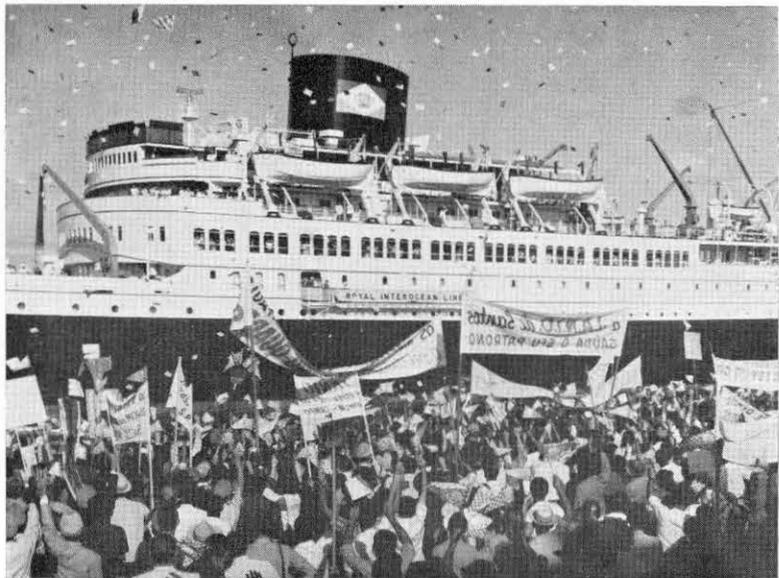
As a crowded passenger ship leaves the dockside, fragile paper streamers form the last parting link. BOISSEVAIN leaving Japan (July 1961. Photo by Mr H. Fujiwara).



An adventure in gastronomy aboard TJIWANGI. This buffet table - offering delicacies from the larders of the world - practically occupied the entire front verandah, only leaving sufficient space for guests to admire and make their selection (October 1960).



Passengers are entertained by a Lion Dance, one of the gayest forms of dancing amongst Chinese Folk Arts. The lion prances through all kinds of captivating convolutions accompanied by an ear splitting rhythm of kettle drums and cymbals. TJILUWAH's first call at Hong Kong in AJHAS (November 1960).



A joyous welcome as RUYSD docked in Santos carrying as a passenger Dr Janio Quadros, one-time President of Brazil.

From left to right: Captain W.A. Giel takes his duty to "entertain passengers" seriously TJITJALENGKA (November 1963). Passengers on a New Zealand cruise are entertained by Maori dancing TJILUWAH (November 1970). Enthusiastic passengers demonstrate their adaptability in a mini Olympics. Purser Yip Pak leads the way in the "Limbo" TJIWANGI (April 1968).



# BOARD



Technical Problems . . . ! SAFOCEAN ALBANY (April 1976. Photo by Chief Officer F.E. de Nieuwe).



There is always maintenance work to be done. Sailor Lau On touches up the paintwork.



Lau On, Sailor AB "In works of labour, or of skill I would be busy too". (October 1971).

Boatswain Lau Yau Ming and Sailor Siu Ping are fixing the heavy derrick: STRAAT LAGOS (May 1966).



Familiar Dutch and Indonesian dishes are amongst the pleasures of life on board. STRAAT HOLLAND (November 1967).



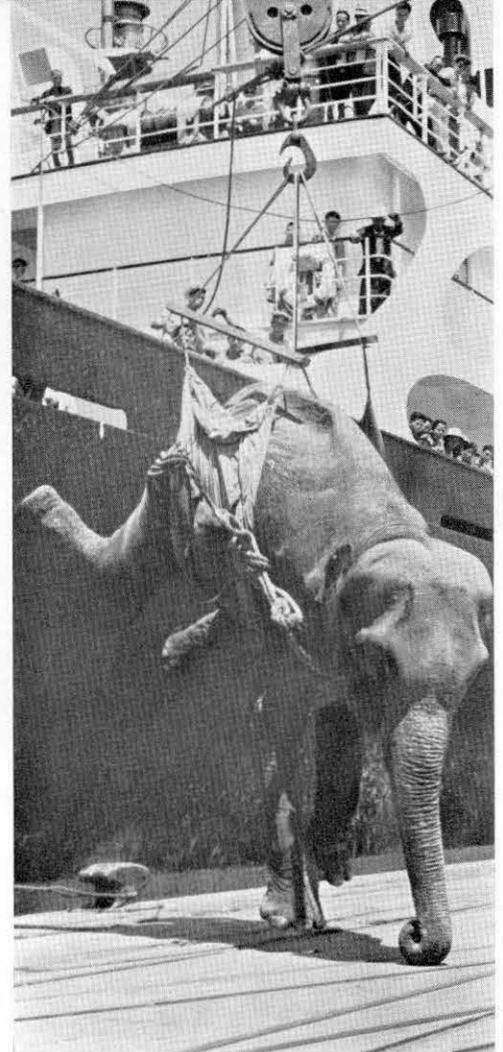
In the modern Control Station only one duty engineer is required. STRAAT HOLLAND (November 1967).



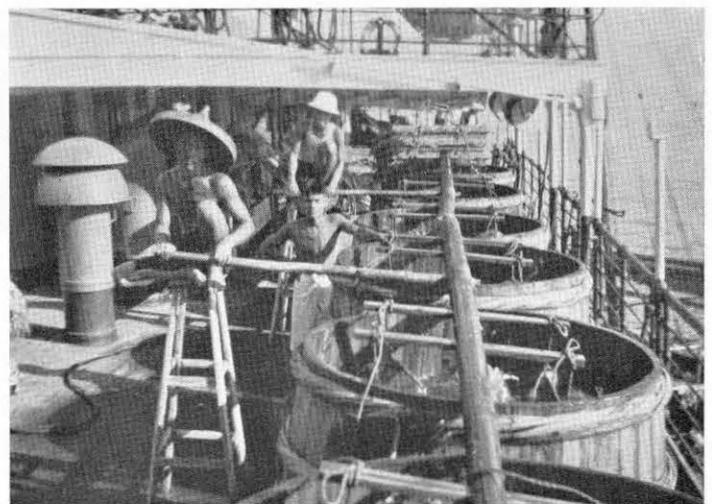
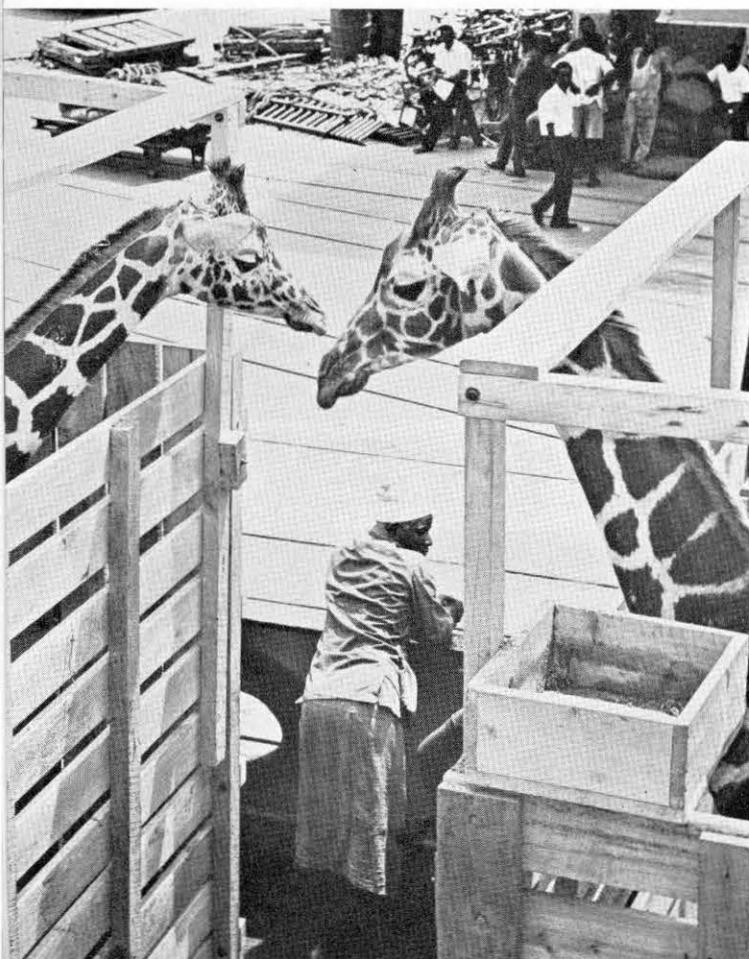


*In remote Indonesian Island ports, working conditions used to be very primitive. Small lighters (praus) or ship's surf boats were often used to load cargo; towing was always done by the ship's motor launch. These logs were being shipped from Sumatra to Nias.*

*Circus animals created their own cargo handling problems. Some elephants were discharged by sling . . . others preferred to walk down the ramp!*



## CARGO IN



*Above: An unusual trade of the 1950's was the carriage of live fresh water fish from the China coast to Malaya, Singapore and Sumatra. One attendant accompanied every three tubs of fish. By continually rotating a large bamboo pole attached to three wooden paddles, he kept the water in the tubs in motion, thereby supplying fresh air to keep the fish alive!*

*Left: Many types of wild game have been transported from East Africa to Japan by RIL freighter, including this pair of giraffes in their specially constructed crates aboard Tjibantjet.*



*Fast and modern cranes provide a clear view of loading cotton bales aboard Straat Agulhas.*



*All the more modern RIL freighters including the Straat H's, Straat F's, Straat A's and Straat N's are equipped to carry containers. Straat Algoa's twin cranes interlock to lift a 20ft. container from wharf to hold.*

## CAMERA



*Unitisation greatly simplifies cargo handling.*

*Above: Unit loads can be conveniently handled by fork lift truck both ashore and on board.*

*Right: Even a commodity that is slow and difficult to handle, like rolled aluminium ingots, can be turned into a unit suitable for mechanical handling.*



## RIL AREA OFFICES — where are our readers

Hong Kong

Head Office (now G.M.O.)



*All Head Office staff in Hong Kong in January 1975.*



The Operational Head Office of RIL moved from Indonesia to Hong Kong in September 1947. It was difficult to find suitable office accommodation so soon after the war, and RIL eventually moved into a rather dilapidated building in Des Voeux Road West which it transformed into an office. Starting with twelve employees in December 1947, by 1953 the organisation had expanded and 222 staff members were employed; more office space was urgently required. In 1956 RIL acquired the North Point site and started to build the new Head Office. Named Interocean House, it consists of 39,000 sq.ft. of godown space and 42,000 sq.ft. of office space.

*Opening ceremony Interocean House, Hong Kong.*

## M.H.

The official opening ceremony took place in September 1958 when staff members set off 60 ft. of firecrackers. RIL staff in Australia sent the following message:

*"Out here, not ear, but heart will hear and hope the cracker brings good joss to employee as well as boss."*

The office of the Manager for Hong Kong and China was originally located in the old King's Building on the waterfront. In July 1955 RIL Post reported that 63 staff members belonged to this organisation, while 23 more worked for the Chinese agents. In June 1966 the office was moved into the brand new Prince's Building at the hub of Hong Kong's business centre.

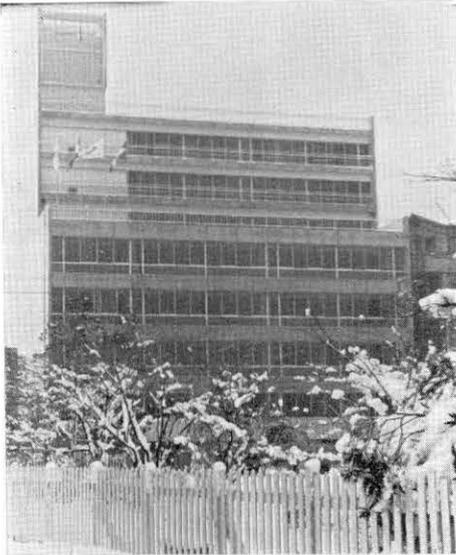


## Japan

Our Japan Organisation has offices in Tokyo, Yokohama, Kobe, Osaka and Nagoya as well as Agencies in Tokyo and Yokohama. The Japan Management office moved into the new Daitoh Building in Tokyo in 1973 (right).

In Yokohama, Management and Agency staff and Superintendents occupy Interocean House, an eight storey building which was completed in 1967 (left).

Below:—All RIL staff in Japan at Nagoya Castle in 1967.



## South America

Our South America Organisation has offices in Buenos Aires, Sao Paulo and Lima. The Sao Paulo office is on the 3rd floor of the Martinelli Office Building in the heart of the city.



## Singapore



Built for KPM in the early 1930's, Interocean House at No. 1 Finlayson Green occupies a prime site in the Lion city. Returned to KPM after the war, in 1967 these offices were incorporated into the RIL organisation and became the Area Headquarters for Singapore and Malaysia.

## Africa

While Durban is the centre of the Africa organisation, RIL also has offices in Johannesburg, Lagos, Accra-Tema, Takoradi and Mombasa.



In Durban RIL occupies several floors of the vast 38 storey Albany House West on the Victoria Embarkment.



In Accra, by contrast, Holland House, serves as both office and residence for RIL staff.

## Australia and New Zealand



### Sydney

Interocean House, Sydney, was built by RIL and first occupied in April 1962. In accordance with Dutch custom, the RIL flag was raised as soon as the roof was completed. . . . .

. . . . and in accordance with Australian custom when Mr P.A. de Loos (General Manager) hoisted the flag, a keg of beer was shared between workmen and office staff!

### Melbourne

In September 1966 RIL commenced business on the 2nd floor of ACI House, Bourke Street, Melbourne.

With a staff of 47, they were the first tenants to occupy the new multi storey premises.



## EXTRACTS FROM OUR COMPANY LOG BOOK PAGES



In the 1960's many amusing ship side and shore side tales were related in RIL Post under the title "The Captain tells".

### An Entertaining Journey August 1963

Captain E.M. Drukker of *Straat Banka* vouches for the authenticity of the following anecdote of his latest voyage:—

Going ashore for the first time after about fourteen days in uniform, I met one of the lady passengers and wished her a good morning. She did not reply first but then, looking at me again she said: "Oh, I am sorry Captain, I did not recognise you with your clothes on".

### All at Sea

August 1961

Many years ago I sailed with a Captain who prided himself on his seamanship and knowledge of nautical matters. He had started service in the days of sail and some of his old-fashioned methods were considered "rough and ready" by the juniors, though I am bound to admit that the Old Man was usually right in his answers.

Before I carry on with my story, I have to explain about "arming the lead".

At the bottom of a heavy lead was a small cavity into which a mixture of white lead and tallow was tightly pressed. When this struck the bottom of the sea, small particles adhered to the mixture and were then brought to the surface for comparison with similar data on the chart. This, together with the sounding, could be a valuable aid to navigation during fog, and a number of soundings would often indicate the course of a vessel fairly accurately.

However, this Captain boasted that he could not only detect a position by comparing the silt with the notes in the chart but also by sniffing and tasting the silt, as each locality, according to him, has its own peculiar flavour.

One day, as we were sailing up the China coast, the Chief Officer, who was directing the lead-handling, quietly rubbed the cut-off grease which was brought up from the sea bottom on the sole of his foot before the Quartermaster presented it in the accustomed way on a small tray to our unheeding Captain. The latter gave his customary hearty sniff and test with his tongue; his jaw dropped, he tried again, and then exclaimed: "If I had not known better, I would have sworn that we were in the streets of Wanchai!"\*

\* Wanchai: a crowded district in Hong Kong.

### Bird of Passage . . .

April 1961

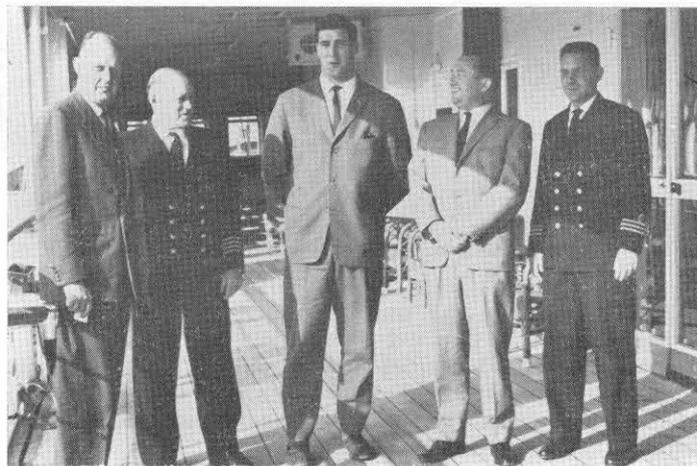
The *Tjipondok*, carrying a cargo of ostriches from East Africa to Yokohama, called at Wakamatsu in October for discharge, and put in a request for a veterinary surgeon to give treatment to one of the ostriches which had broken a leg during the voyage. The leg was subsequently amputated but most regrettably the bird failed to survive the operation and died whilst the ship was in Kobe. The relative voucher was as follows:—

Name of vessel: *Tjipondok*  
Name of patient: Ostrich

As apparently this information was not quite clear to HK HO FB department, they wrote as follows:—

"Agents Wakamatsu charged us an amount of ¥6,170 for medical expenses o.b.o. Mr Ostrich, officer on board *Tjipondok*. As the person concerned is not known to us, please investigate."

### How's that for size?



From left to right Mr Dirkzwager, Captain Drukker, Mr Geesink, Captain Jelijs and Chief Officer Peddemors.

"As most Post readers will know, the present world Judo champion is a 6 ft. 4 ins. Netherlander, Anton Geesink. He caused a considerable shock in Japan last year when, by being just better in the art of self-defence than anybody else, he captured the crown—or should it be belt—that never before had been worn by any other than a Japanese.

Since the shock has worn off, Mr Geesink has become a very popular man in Japan, as much for his charming, unassuming and cheerful personality, as for his proficiency in Judo. He is an excellent ambassador for the Netherlands.

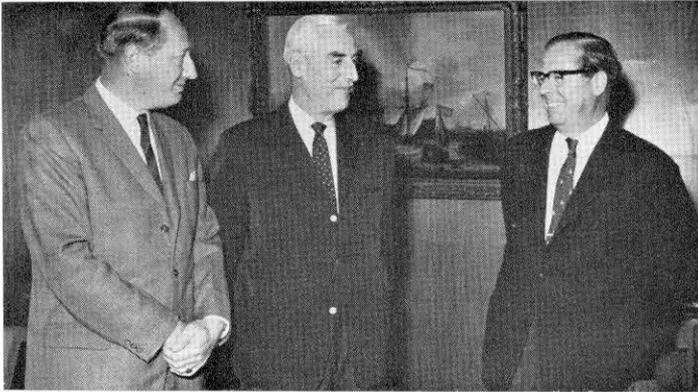
On board *Straat Banka*, we had the pleasure of receiving Mr Geesink and some of his pupils—a Japanese, a Frenchman and another Netherlander—when they were guests of Mr Dirkzwager, R.I.L.'s Kobe Manager".

(February 1964).

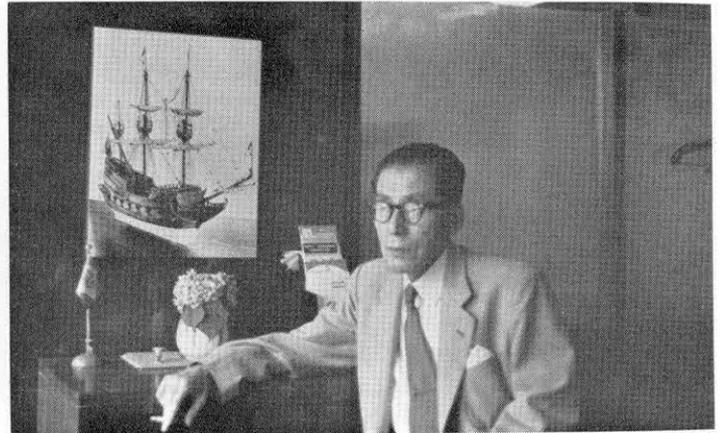


## “Personalities”

This boring “business trip” column has featured in our Company Log Book pages ever since they were invented. Many a tear it has caused successive Editors, who have suggested from time to time that it should be abolished, only to be resisted by “management”. But “Editors” will have the last word and we now spotlight one or two of the real personalities in our Company.



Although Captain W.Z. Mulder retired from RIL in 1955 and became Director of Oriental Studies at Sydney University, he has been staunch contributor to RIL Post ever since.



Mr T. Okazaki, Japanese Manager in Tokyo, was associated with JCJL before the war and played an important part in the development of RIL business in Japan after the war. He was well known to all RIL staff who have worked in Japan, who remember him with affection.



In 1961 Mr A.H. Veltman retired after 36 years with RIL. His interest in RIL affairs continued however and in 1962 he gave this party at his home for the children of RIL staff. Also in the picture is Mr Peter Tse, who worked for many years as photographer for RIL Post. (December 1962).



In August 1962, for the first time in ten years, the three Kuiken brothers of RIL were all in Hong Kong together. They are from left to right, Mr Th. Kuiken (Chief Engineer *Boissevain*), Captain J. Kuiken (*Straat Banka*), and Captain D. Kuiken (HK HO ND). (October 1962).



Left: Ho Chuen (De Bolle I), retired Coxswain *Interocean IV* with his son Ho Tung Choy (De Bolle II), Coxswain *Interocean II*.

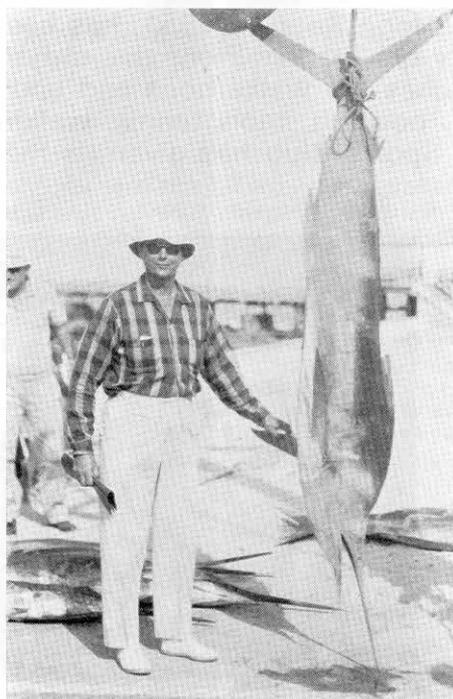
## Quite A Catch



Mr Freddy Setlight, formerly sailing with RIL and for many years the "backbone" of the Personnel Department, celebrated his 40th year with RIL in 1973.

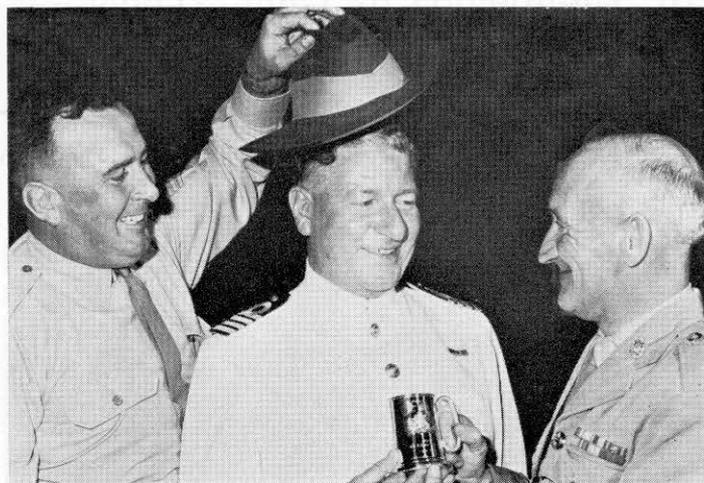


In May 1964 the Spring outing for RIL staff in Japan was enlivened considerably by Mr K. Dirkswager who gave a rendering of a famous Dutch "sake" song.



Over the years many an RIL staff member has sent us photographic evidence of their "biggest catch". Amongst the most impressive were:—  
 Left: Chief Steward Tang Tung with his 350 lb garoupa caught at Port Reitz, Mombasa (February 1972). Right: Mr Victor Maspors, President of R.I.L.'s Ecuador Agents and former world record holder for catching tunas with 12 and 20 pound test lines.

## Tji Club



Many RIL seagoing staff have been befriended by members of the Tji Club. Here their spokesman Woi Bert White (right) of H.Q. Eastern Command Sergeants Mess, Sydney, presents Captain J. Kuiken with the traditional diggers hat. (March 1966).

## RIL SPORTS CLUB

The RIL Sports Club, founded in Hong Kong in 1951, has been a regular feature in the pages of RIL Post during the past twenty-one years. From the early days we have reported its League Soccer and Captain's Shield matches, its walkathons and sports days. In later years new sports crept onto the scene; basketball, bowling, table tennis, walking and swimming amongst others. As a tribute to the pleasure RIL Sports Club has given its members we highlight some of these activities.



*The 1969 RIL Soccer team are all lined up for the start of the season.*

### Chairman

Mr G.H.J. van Echten kicked off as Chairman of RIL Sports Club in 1951. Since then the following gentlemen have been in charge:—Mr C.J.P. de Heer, Mr Leung Shu Fan, Mr J. van Zuylen, Mr Ng Koon Man and last but not least Mr A.J. Kleber (above).

### Soccer League

The Sports Club came into being in 1951 as a result of the formation of an RIL team to participate in Hong Kong's Soccer League. Though rarely rising from the ranks of the third division, RIL has maintained a league team ever since.

### RIL Champions in Table Tennis

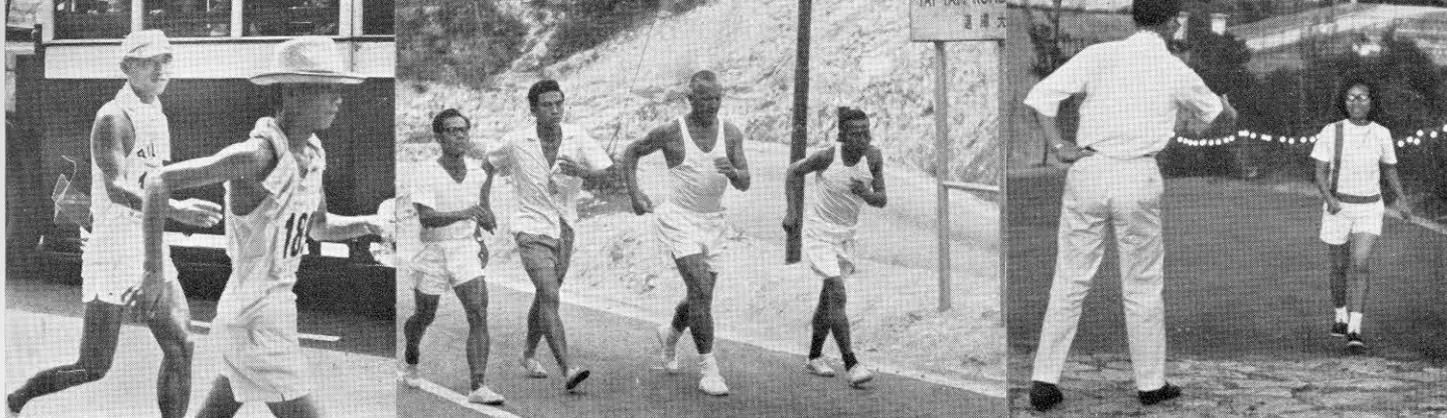


In 1971 an RIL team won the Inter Shipping Company Table Tennis Invitation Tournament in which 44 teams participated. RIL (HK) Ltd entered two teams in the tournament.

### — Lawn Bowls



Mr A.E. dos Remedios and Mr G.H.J. van Echten, representing RIL, won the Inter Hong Lawn Bowls Open Tournament in 1969. This was the first time they had participated in the tournament.



Centre: Forging ahead on the Tai Tam Road, Mr Cheng Shui Hung, Mr Chan Tak Hung, Mr Veltman and Mr Choi Kwok Hung (Ah Ping) (1962). Right: Mrs Lena Cheng completes the walkathon for the third time (1966).

## Walkathon

There is only one rule in an RIL walkathon: you are not allowed to run! The first walkathon was held in 1957 when Mr A.H. Veltman (then Managing Director) offered the Veltman Challenge Cup to the man/woman who covered the 20 miles from Head Office West Point to Shek-O in the fastest time. In those days road traffic was light, and our RIL marathon could proceed along Victoria Road via Aberdeen, Repulse Bay and Stanley to Shek-O. By 1960 traffic was becoming a major obstacle and a new twelve mile course was set between Tai Tam and Shek-O. Later another course was used between Tai Tam and Wanchai Gap.

The annual walkathon was well supported. In 1959 for example there were 63 competitors, including for the first time 6 ladies, who completed half the distance. The final walkathon was held in 1968.

The origins of the walkathon make interesting reading. It all began in August 1954 when we reported:

### "Hike Up and Down the Peak

Mr B. Minnaert of Royal InterOcean Lines, also known as the "Hiking Dutchman", successfully accomplished his task of hiking up to the Peak and back four times well within the limit of ten hours which had been set. In his four trips up and down the Peak throughout Saturday night he completed his task in exactly eight hours 40 minutes.

The test arose as a result of a wager between Mr J.W. Verleur and Mr Minnaert but both were reluctant to reveal its nature. Mr J.W. Verleur said that although he had lost in the wager he was very glad to see Mr Minnaert win the contest. Asked what prompted him to make the wager, he said he liked to see Mr Minnaert really walk four times up the Peak!

Mr Minnaert weighs 180 lb. and is six feet eight inches tall. Before his arrival in the Colony in March he had climbed the Swiss Alps several times."

Two years passed by before Mr Minnaert's example inspired another RIL employee to go one better. In September 1956 we reported:

"After being challenged by his friends in the office, Mr W. van der Goes of RIL's King's Building Office in Hong Kong undertook to walk around the island of Hong Kong within ten hours; the distance to be covered amounts to about 40 miles.

On Saturday July 14th at 8.15 p.m. Mr van der Goes started his walk from Shek O, but, unfortunately, after three and a half hours he had to give up as a result of a bad knee, the after-effect of an operation on a so-called "football knee".

This intended walk around the island was given much publicity in the Hong Kong papers. Much interest was aroused amongst sports lovers and the sports editor of two well known Hong Kong newspapers started to register entrants for a walk around the island on Saturday, July 21st. This marathon walk was a great success. More than two hundred and forty people appeared at the start, among whom five ladies. More than a hundred contestants reached the finish.

The winner, a European Private of the Army did it in 8 hours, 21 minutes and 31 seconds. Second came an Indian who arrived about six minutes later. Third was a Chinese, time: 8 hours, 30 minutes and 46 seconds."

Durban also made its contribution to the walkathon scene. In August 1967 we reported:

"From Durban now comes news of a feat which, if only to prove that RIL'ers away from Hong Kong are not entirely un sporting, deserves mention: On 30th May, F.J. Thate of our Durban office, completed the 46th "Comrades' Marathon" in 9 hrs. 25 mins. 9 secs., the 200th entrant to finish the course.

For those who raise their eyebrows, we may add that this yearly event, organised by a World War I ex-Servicemen's organisation, covers a distance of no less than 54 miles (86.9 km) from Pietermaritzburg to Durban. This year saw 532 runners at the 6 a.m. start in Natal's capital, of whom 415 finished within the allowed 11 hours, to win themselves a Comrades Medal."

## Annual

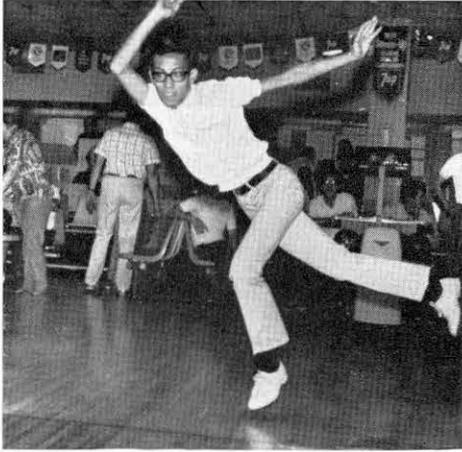
## Sports Day



Left: Mr Veltman in the "broad" jump. Right: Mr Tony Lok wins the high jump (1959).

An intermittent event in the RIL Sports Club calendar, Sports Day was a popular feature in the early years. When head office was at West Point, RIL had close ties with Hong Kong University and made use of their sports

ground. RIL also played tennis against the University and annually challenged A Wing (our Stevedores) and the University to a soccer match for the Tji cup.



## Bowling

It was Mr D.K. Linggo who organised and inspired the 1st Inter Departmental Bowling Tournament in 1971 in which ten teams participated. Bowling proved a popular feature of Sports Club life and five more tournaments have since been held for the President's Challenge Cup donated by Mr and Mrs F. Terwogt. The tournaments were organised by Messrs J. Bos, B. van den Berg and R.A. Groenendijk.



## Basketball

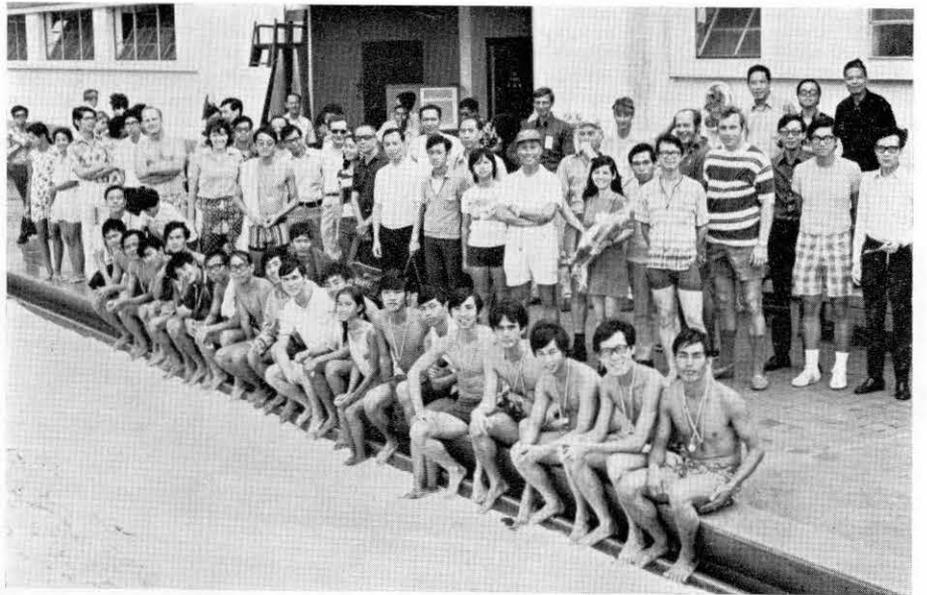
In September 1972, an Inter-departmental Basketball Tournament was organised for the first time. The tournament was so enthusiastically supported that it became an annual event and in 1974 Mr E. Willems presented the Sports Club with the Basketball Championship Trophy.



*Captain's Shield 1974.*

## Captain's Shield

The highly popular annual soccer match between Dutch and Chinese staff was initiated in 1955 when Mr van Zuylen presented the Captain's Shield as a trophy. Since then the Shield has been contested 16 times and won only twice by the Dutch side, although there have been several draws.



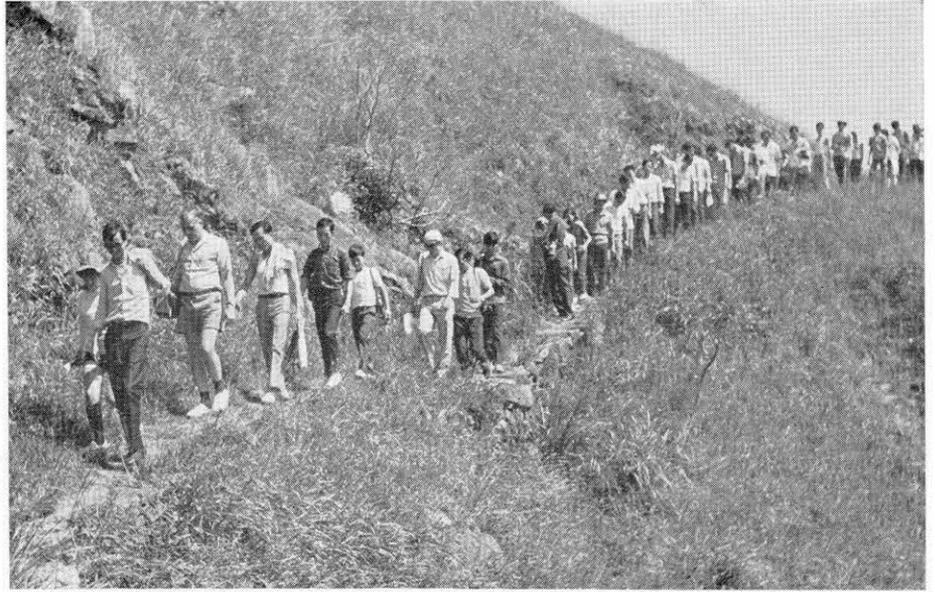
*RIL Swimming Gala at Taikoo pool (1972).*

## Swimming Gala

In the early days of the Sports Club, several swimming galas were organised. The idea was revived in 1972 and 1973 when over seventy RIL staff members and their families competed in swimming races.

## Walking

After the last walkathon in 1968, Mr Cheng Shui Hung decided there might be support for more leisurely rambling in the New Territories. 80 people took part in the first organised walk in October 1971 (right). In each subsequent season (October-April) more and more RIL staff have taken this opportunity to explore the New Territories.



## Singapore Sports

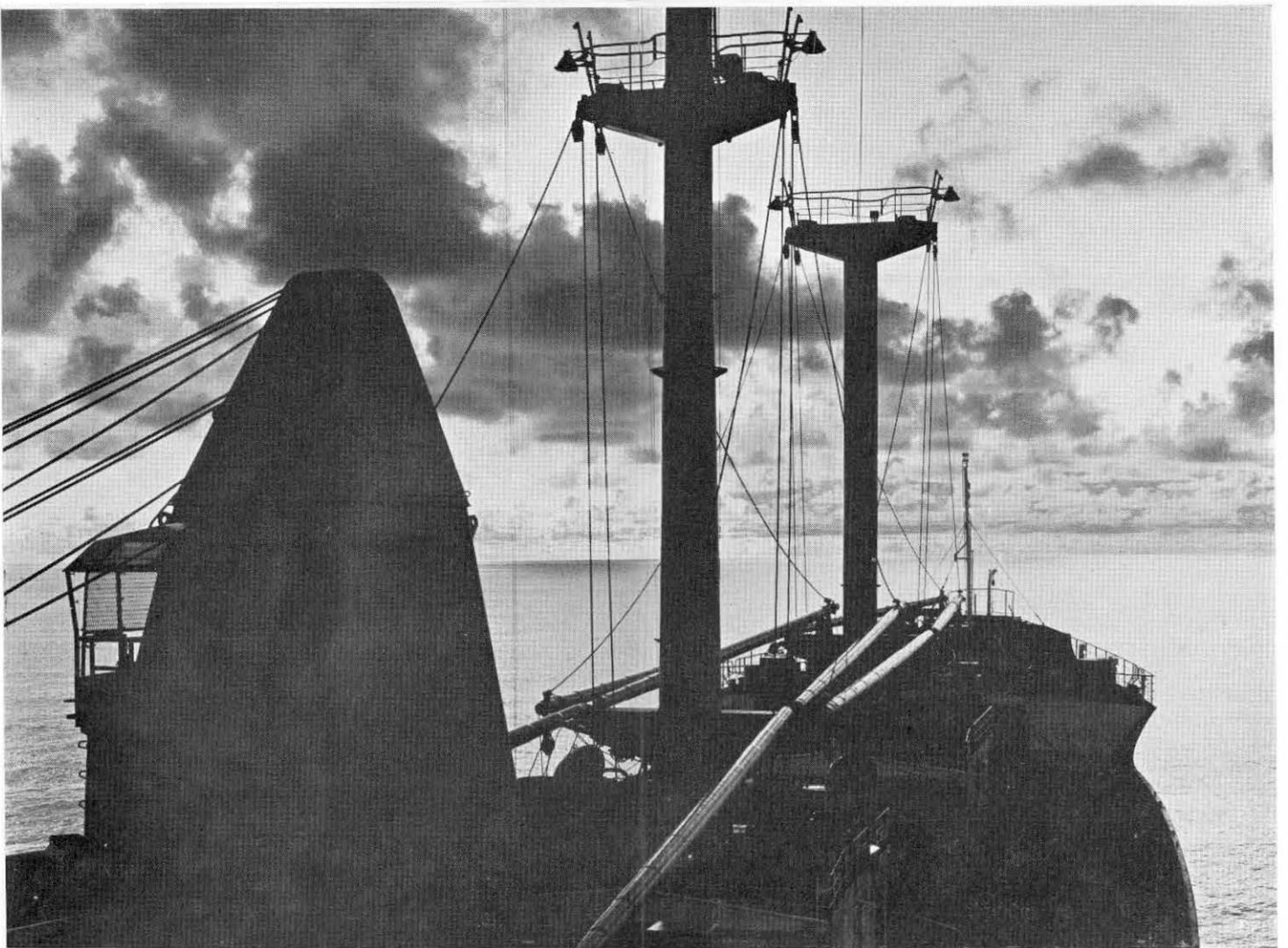
In 1972 Interocean EAC Agencies (Pty) Ltd. organised their first Annual Sports Day. One of the highlights was a tug of war between "management" and "staff" teams. Another crucial event was a soccer match between "marrieds" and "singles". . . . perhaps we should add that the "marrieds" won!



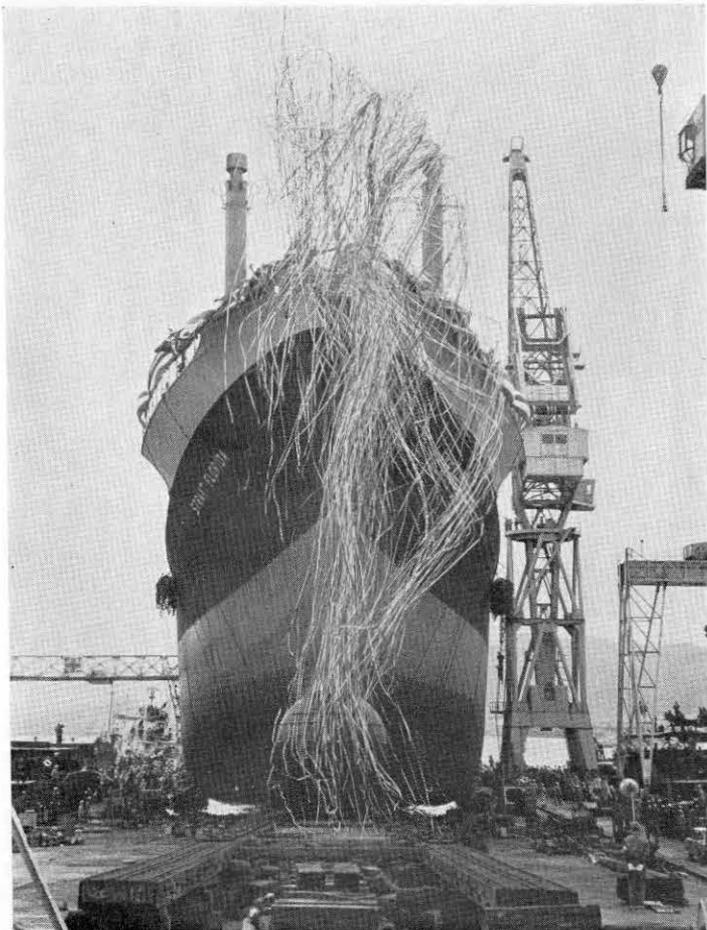
## Durban Soccer

An event not to be missed in Durban's social and sporting calendar is the annual office soccer match. Durban, not wishing to discriminate between "single" and "married" staff prefers to pit the skills and strength of "under 30's" against "over 30's". Much emphasis seems to be placed by both sides on the refreshments which follow the match! Right: the 1974 teams.





*On the high seas.*



*Launching.*

We began the first issue of RIL Post in 1953 with some quotations from Professor I.J. Brugman's book, "How China Trade became Ocean Trade." Perhaps it is fitting that we should end this commemorative issue with a quotation from the same book.

" 't Magh vloeijen, 't magh ebben,  
Die niet en waeght en sal niet hebben."

*Jacob Cats*

**RIL Post Commemorative Issue June 1975**

Following the integration of the management of Nedlloyd and RIL and the discontinuation of RIL Post, this special issue was compiled.

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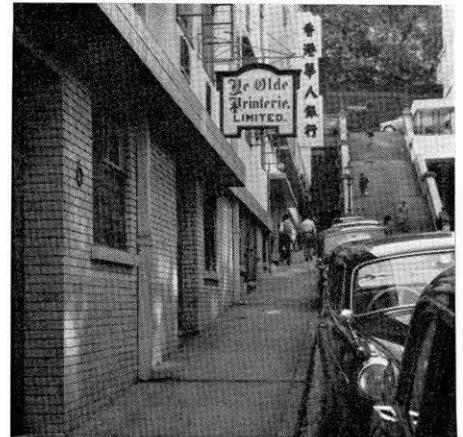
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*At Ye Olde Printerie, Mr Lam Yung Fai checks the final page proofs of our Commemorative Issue. Many thanks to him and his staff for all they have contributed to RIL Post.*



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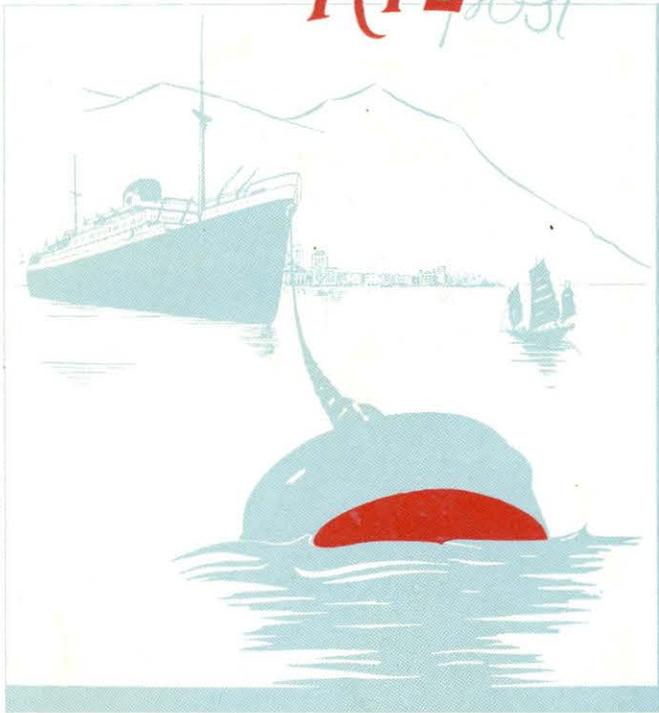
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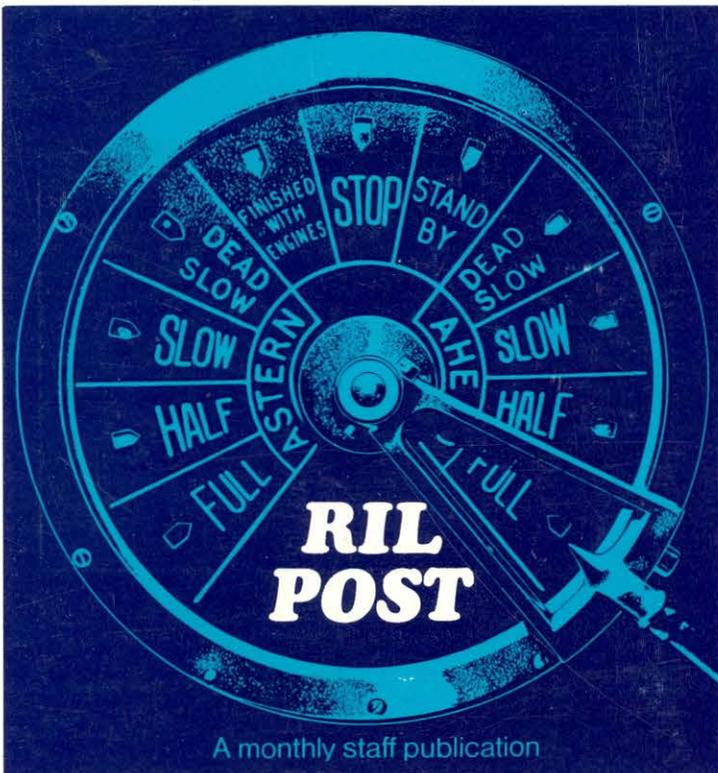


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