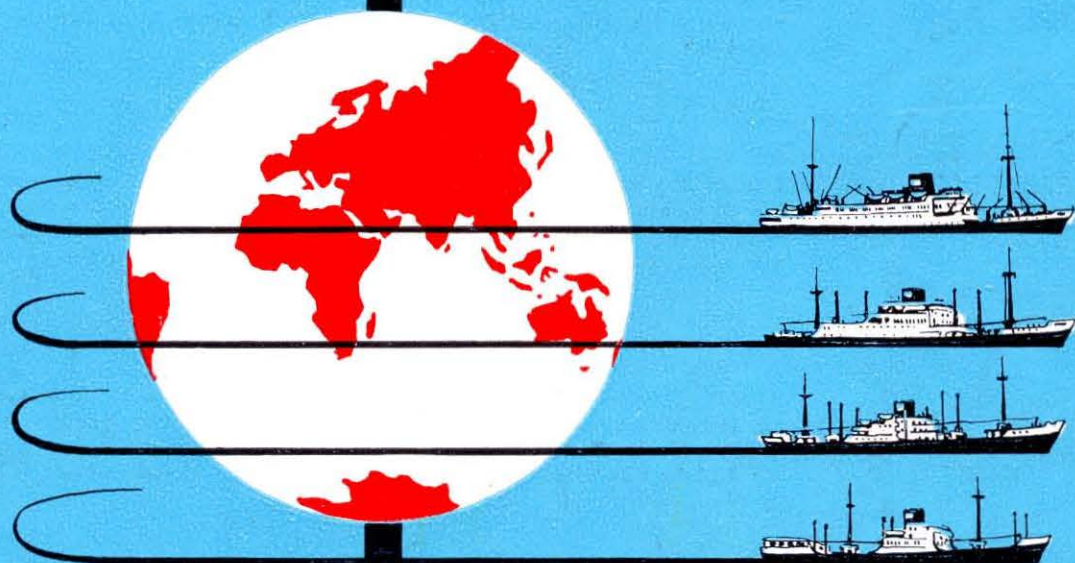




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. XI. No. 2. February, 1964

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FEBRUARY 1964
VOL. XI. NO. 2



RIL Post

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ROYAL INTER OCEANIC LINES
P. O. BOX 725 HONG KONG



ROYAL BIRTHDAYS

On 31st January, 1964, H.R.H. Crown Princess Beatrix, the oldest of the four Royal Princesses of the House of Orange, reached the age of twenty-six.

From the Editor

FIRST IN THE FEWAS

Behind the bald announcement under "R.I.L. Activities" (page 29) that the Straat Franklin is the first of the new fast Straat F—ships to enter the Far East-West Africa Service (FEWAS), lie months of preparation and activity. As this issue of R.I.L. Post comes out, the ship will be approaching Durban on her first voyage in the FEWAS, but first she had to sail from Rotterdam to Japan, and we hear from Captain P. J. Balder that the voyage viz Suez was a smooth one, with brief stops at Aden and Singapore for bunkering.

FORESIGHT

We understand that some R.I.L.'ers going on Home Leave have not always received their copies of R.I.L. Post whilst away. If you are travelling around, please contact your Area Correspondent (or the Editor) before you go, and make sure that your changes of address are known.

FORLORN HOPE

A request has reached us for a Crossword Puzzle to be published. Anyone prepared to compose one with a nautical outlook?

SHORE LINES

The answer to our December back-page competition was "The City of Parklands", Adelaide, capital city of South Australia. It is a regular port of call for R.I.L. ships in the INDIAS and ESAAS, and an optional one for those in the ANZS and WSAAS.

The first correct solution to be opened was from Fourth Officer J. B. Nienhuis of m.v. Straat Mozambique, who receives the award of HK\$15.

恭
喜
發
財

We wish all our Chinese readers a very happy and prosperous New Year — KUNG HEI FAT CHOY

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

WORK

FERTILE FOLIAGE

One of the sights of the West African coast which may be seen by the Straat F—ships in the FEWAS: Fishermen carrying their nets home at Butuah, a fishing village near Takoradi. (Photographed by Captain H. Zeylstra).



THOSE INITIALS

LESSONS FOR LANDLUBBERS No. 9

A very large number of readers of *R.I.L. Post* make a bee-line for the inside of the back cover when they receive their copy each month.

A much smaller number understands exactly the meaning of the initials which follow the names under the heading "Passed Examinations". This brief explanation will help to explain.

In Holland there are three nautical tickets, I, II and III. When No. III is passed, the holder is entitled to be a junior watch-keeping officer aboard a ship. No. I ticket entitles a man to be a Chief Officer or Captain of any ship. The second ticket is an intermediate stage between the two.

These Nautical Tickets are not tied to any rank, as this will vary according to the size of a ship. In other words, an officer holding a ticket III might be allowed to act as

a Chief Officer on a coaster, but could only serve as a third mate on a large ocean-going ship.

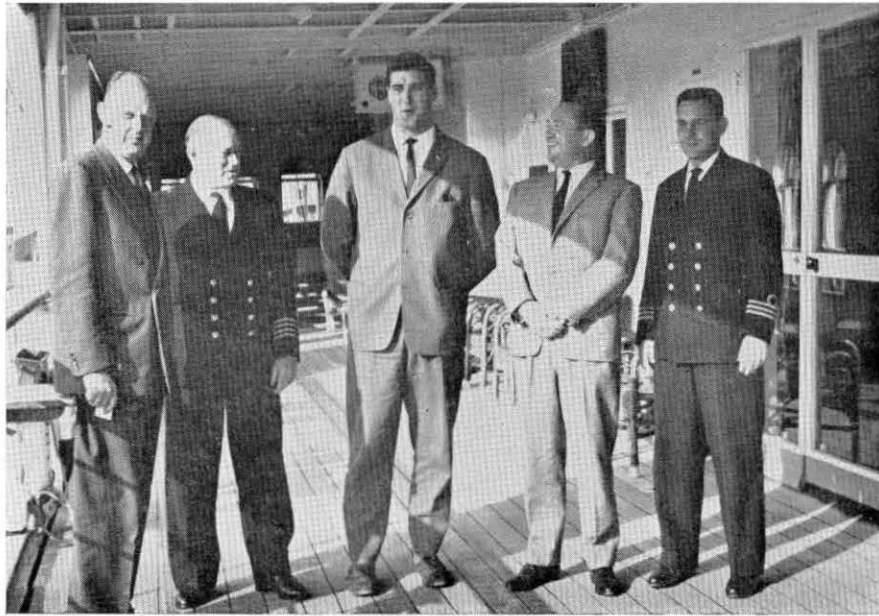
Similarly, the qualifications for engineers are also graded. ASW (Assistant Ship's Engineer, Jr.) or V.D. (Voorlopig Diploma = Temporary Ticket) is needed by a Fifth Engineer and the subsequent examinations are graded A, B and C, the latter being the highest.

The initials Th. and Pr., sometimes shown behind I, II, B or C, indicate which part of the examination has been passed by the officer. The examinations for the tickets are usually taken in two parts, viz.

First part—theoretical only: abbreviation Th.

Second part—practical only: abbreviation Pr.

How's that for size?



(Mr Dirkzwager, Capt. Drukker, Mr Geesink, Capt. Jelijs (Str. Chatham) and Ch. Off. Peddemors).

A TALL STORY

by Captain E.M. Drukker

As most Post readers will know, the present world Judo champion is a tall 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? - Ed.*) 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.

At the time of writing, Mr Geesink has been in Japan for some time but is leaving again in time to be home at Christmas with his family. He is coaching future participants in the 1964 Olympic Games at Kensi University near Nara, where his pupils are of various nationalities.

There is a good deal of speculation going on in Japan as to whether Mr Geesink will participate or not in the 1964 Games, and several newspaper articles have been devoted to the subject. The point is that he is a Judo coach and a teacher of physical training, so it will depend on whether the Olympic committee pronounce him to be a professional. As Judo is a sport which, up till now, is unpaid and for which the participants receive no benefit, it is difficult to see what it has to do with professionalism. There may be a chance, of course, that this noble art of

self-defence will be degraded to a racket such as some other 'sports' we could mention.

On board the 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.

Whatever the outcome of all the arguments, Mr Geesink seems to be the only person who does not get all steamed up about it. I have an idea that if he decides to devote himself to the strict training needed to achieve the right mental and physical state, he will retain his title. He appears to be quite confident of this himself.

It is not at all certain, however, that he will feel disposed to live 'like a monk', as he put it; he certainly did not give that impression during the time he spent with us, what with the amount of our good-tasting beer with which he managed to quench his thirst, and his appetite afterwards! On the lunch menu, luckily, we had "Boerenkool", and with some of the other courses as 'snacks', he made short work of four helpings of this good Hollands dish.

It would seem that at the training camp the accent is not on diet, as Mr Geesink's companions - who each weigh about half of his 250 lbs. - did their best to follow his example!

We wish this likeable young athlete much luck and 100% success if he should participate in the 1964 Games.

R.I.L. ACTIVITIES

m.v. Straat Franklin sailed from Japan on 18th January, the first Straat F-ship to enter the FEWAS. She will be followed in February by the **Straat Freetown**.

m.v. Van Waerwijck sailed from Hong Kong on 10th January for Dairen, Hsinking and Shanghai. After load-

ing, she will proceed to Indonesian main ports via Hong Kong and return to Shanghai, also via Hong Kong.

m.v. Tjipanas, in her present CHIWAS voyage, will call in mid-March at one or more East African ports for cargo to the Far East.

ATTRACTION

Passengers in all classes on board *m.v. Tjitjalengka* recently were entertained by the puppeteers, M. & Mme. Dupont, with their "Puppets in the modern manner".

Louis 'Satchmo' Armstrong, the Andrews Sisters, Hula dancers, and a clown with a violin all made an appearance, dressed exquisitely by Eve Dupont.

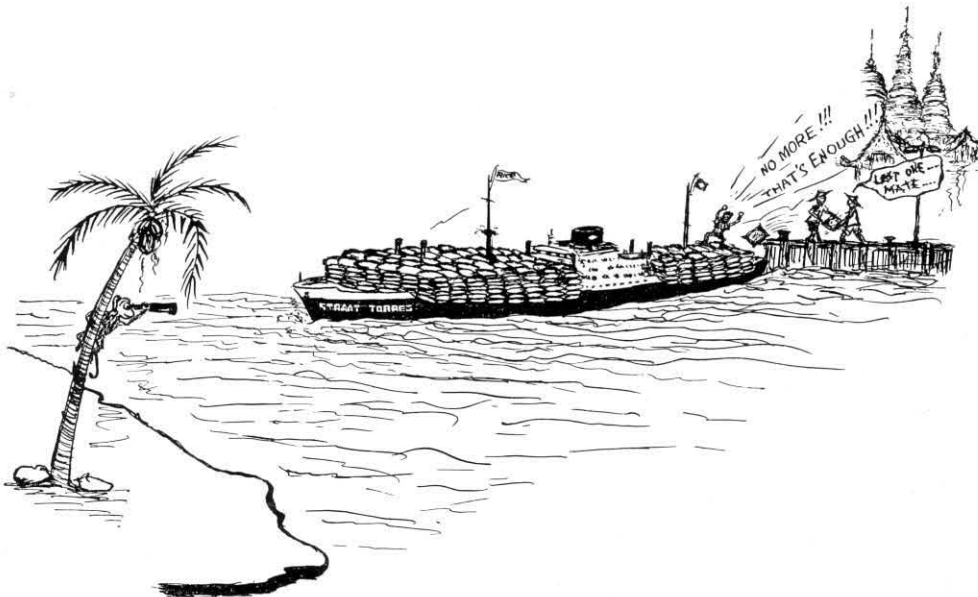
These realistic, 3'-high manikins delighted everyone who saw them. The snake-charmer in the photograph appears to be 'fascinating' Chief Steward Chan Ping Lam, as well as the snake!



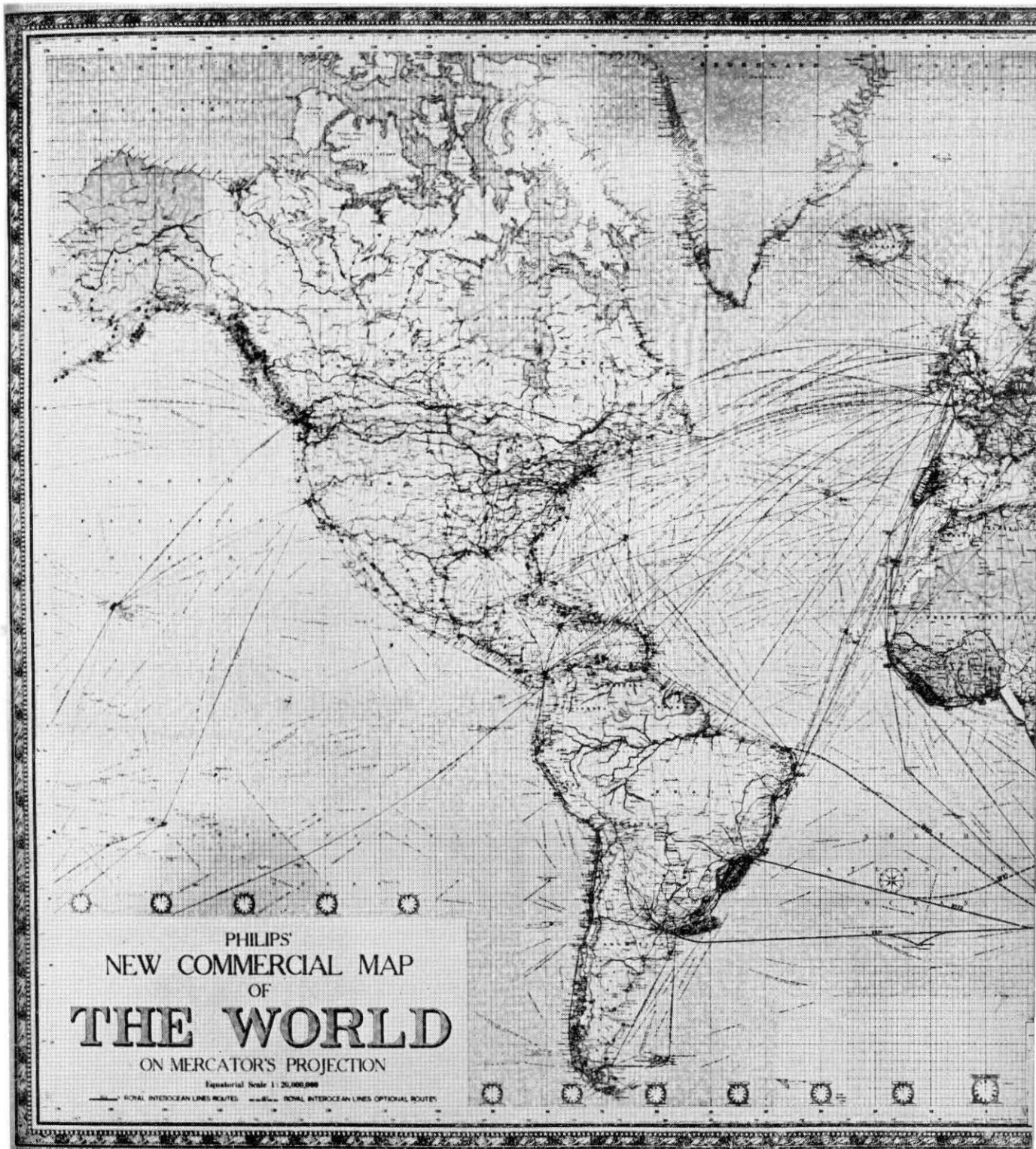
Radio Message from the Straat Torres on 7th January:—

ALLE RYST GELADEN SCHIP OVERVOL. AALBERTS

As Richard Chan (HK HO VZ) sees it:—



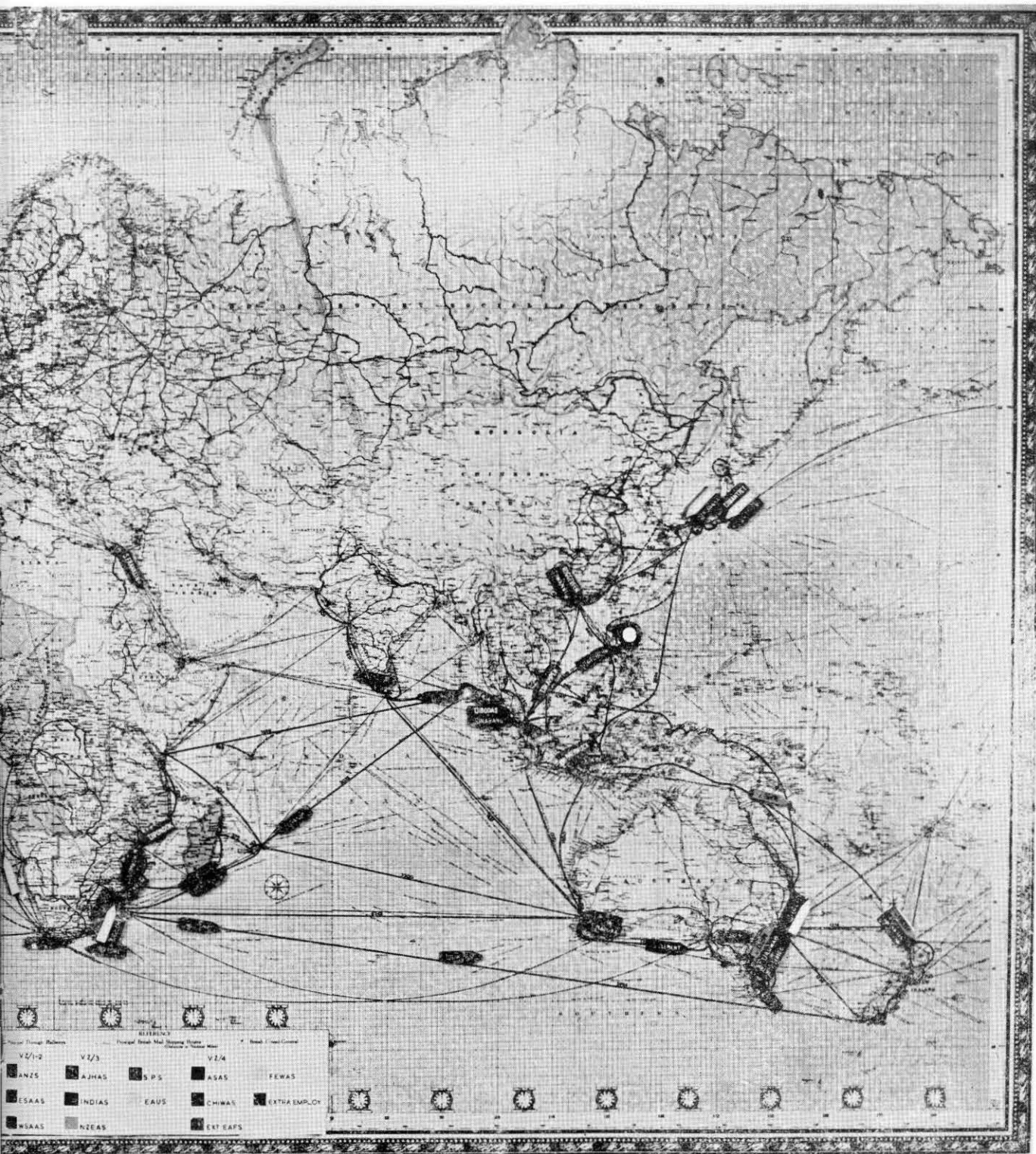
650 tons? No. 850 tons? No. 950 tons of rice altogether, loaded in Saigon for Africa!!!



MAGNET

On the wall of the Freight Department in our Head Office in Hong Kong hangs a large map of the world – a very special map. Here, every day, the position of all R.I.L. ships is marked by means of small models which adhere magnetically to the surface.

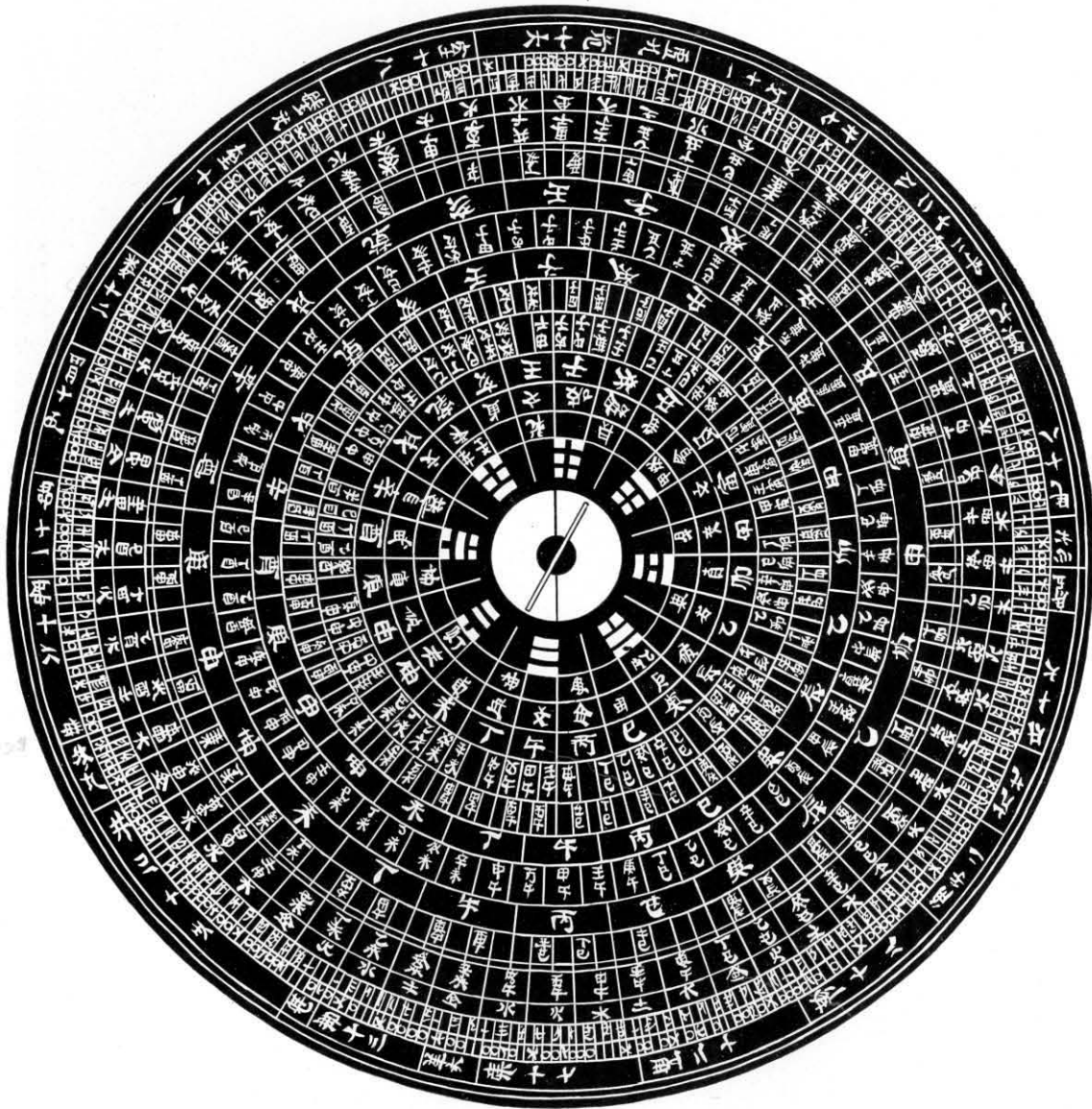
On 17th December, vessels in the Company's employ were unusually widely distributed, because m.v. Straat Franklin was on her maiden voyage from Holland to the Far East, via the Suez Canal, and



TIC MAP

m.v. Straat Freetown had sailed for South America, also on her maiden voyage. The model can be seen off the coast of Portugal. The other new ships are not too far away: Straat Frazer off the coast of West Africa and Straat Fremantle still on the slip in Holland (and not yet properly marked).

Some readers may wonder what the curious white blob is just north of the Philippines. 'Black Spot' would be more appropriate to denote the presence of 'Typhoon Rita'. The Tegelberg had to take avoiding action on her way to Japan.



CHINESE COMPASS

When our retiring Marine Superintendent, Mr H. Egberink, was presented by the Marine Department with a Chinese compass (see October issue) our curiosity led us to enquire more about such an instrument. Through the kindness of De Blauwe Wimpel, we reproduce this very clear picture of a Chinese compass, and with their help and that of our old friend Captain W.Z. Mulder, we give some details about it.

The picture originally appeared in the book "The Compass" by Schuck, which is in the library of the Royal Netherlands Theological Institute at De Bilt. It has, in fact, nothing whatever to do with the sea but is used by Chinese geomancers (fortune-tellers) in their special form of divina-

tion known as "feng shui" (wind and water).

The Chinese compass consists of a small magnetic compass which is set in the centre of a round lacquered wooden board (very rarely, ivory or metal). Surrounding the compass are circular scales of cyclical characters and "kua" symbols.

The "Feng Shui" man is kept busy with predictions of destiny and location of the most favourable spots for the building of houses or graves, to benefit both the living and the dead. In so doing, the astrologer considers on the one hand the location of mountain, hilltop, and flow of water, and on the other hand the date and hour of birth of his client.

That is why, in addition to the 24 directional points, the 28 phases of the moon are also shown in the outer circle (comparable with the signs of the Zodiac). Inside these are the measurements of these phases in Chinese degrees ($365\frac{1}{4}^\circ$ in the circle, which were not used, however, in navigation).

On the other circles are further astrological indications such as fire, water, metal, wood, earth, and the 24 seasons of the year.

On the compass printed, the true south is at 6.30 (indicated under the 3 broad lines between the compass needle and the median line, by the axe-like character in the third circle from the middle). It is very remarkable that this cardinal point appears three times: first, the true astronomical south, second, with a $7\frac{1}{2}^\circ$ variation to the east (see axe-like sign in the sixth circle), and third, with a $7\frac{1}{2}^\circ$ variation to the west in the eighth circle.

The whole conception of magnetic variation was known in China much earlier than in the West—since the 9th Century in fact. The compass itself is a much older Chinese invention and was already being used for astrology in the 7th Century A.D. Navigators have used it since about the 10th Century A.D.

It would seem that this special Chinese compass was occasionally used for navigation, though not designed as such, because in 1927 the English Royal Navy overpowered a Chinese pirate junk which was using such a one as an

'emergency' compass. It is now in the Admiralty Compass Observatory in England.

Many of our most respected Chinese friends in Hong Kong consult the "Feng Shui" man in such important matters as the site of a grave or house. Here is a photograph of one of these local astrologers taken recently. He is standing with his Chinese compass in the middle of a typical horse-shoe-shaped, family grave. This is a very large elaborate grave, and the marks of the many joss-sticks which have been burnt there can just be seen in the centre at the back.



TEN YEARS AGO
EYE WITNESS ACCOUNT OF THE
TECHNICAL TRIAL OF M.V. "STRAAT BALI"

On Tuesday, 5th January, 1954

The hazy beams of a winter sun shine from a cloudless sky on this fresh January morning and conjure up, like a cheerful, colourful painting, the city of Rotterdam before our eyes.

The tingling air, which we sniff with pleasure, pricks our noses as we step on to the quay by Shed F of the stevedoring firm "Progress" at the Schiehaven. As we turn the corner of the shed m.v. "Straat Bali" looms before us and we stop in our tracks. Here indeed is a stoutly built cargo ship! What fine lines she has! Straightaway we notice the rectangular masts and are pleased to see how well these masts fit in with the whole, making the ship more robust looking.

Slowly we climb the gangway that, for once, is not hanging close against the ship's side, but rests at

an easy angle between the deck and the quay.

We are received by the apprentice purser Eekhout, who shows us the way to the smoking room, where a Chinese steward, in spotless white jacket, serves us with a cup of steaming coffee.

The chairs are most "easy"; the smoking room is tastefully designed and what a wide view we have from here!

But now the saloon and the decks are filling up with guests. We hear the ship's telegraph ringing and hasten up on deck. Two tug-boats are warping the ship from the dock wall and soon after, as the clock shows ten past nine, the "Straat Bali" is moving smoothly and proudly under her own steam.

Everyone is thrilled with the new ship. Already at twenty to eleven

she has passed the breakwaters of the Hook of Holland and now we begin to feel the sensation of really being at sea. We rejoice in the wide horizon to the west and in the sight, to the east, of the sunlit landscape of our native coast.

With pleasant conversation we wile away the time, first with coffee and an almond roll, afterwards with a drink and, later still, with a lunch packet.

After the meal we visit the engine-room, and are amazed at the mighty installation. How is it possible for a man to find his way about this maze of valves, pipes, machines and meters? And so, more than a little flabbergasted we return on deck (the writer is a deck officer—Ed. R.I.L. Post).

So our visit ends.



THE DRAGON YEAR

When February 13th is ushered in with the traditional roar of firecrackers to greet the first day of the year 4662 in the Chinese lunar calendar, we can look forward to an auspicious year; this will be the Year of the Dragon, a strong and powerful creature, whose presence denotes vigorous health and good fortune.

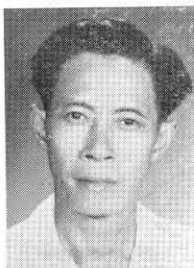
In the old Chinese books, this mythical animal is held to control creative forces from its traditional home in the East. Springtime, the east wind and the rains are controlled by the dragon, which has become a symbol of goodness and fertility.

In Hong Kong this year, particularly, the local people will look for the water which is so badly needed, and as

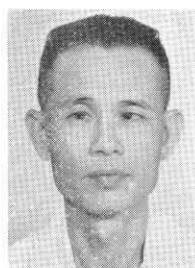
the Dragon is able to destroy all evil, they will hope to celebrate heavy rains at the Dragon Boat Festival in June.

The Emperor of China once sat on a "Dragon Throne" and his clothes were embroidered with dragons with five claws; the nobility were allowed "four claw" dragons and everyone else had to content themselves with "three claws".

Throughout the years there have grown up legends of many different kinds of dragons with good and bad influences. By-and-large, however, we gather that the coming year will not be a good one in which to get married or to commence studies, but will be excellent for business and prosperous for all.



Chiu Yuk



Hui Yue



Mo Kow



Man Wong

SERVICE AN

Again this year, eight more faithful Chinese crew members have earned a 'Jubilee' watch, having served for twenty-five years with Royal InterOcean Lines.

Each inscribed watch will be presented on board the appropriate ship at Chinese New Year. The Tegelberg, Tjitjalengka and Tjiluwah will all be at sea: the Tjiwangi in Sydney, Straat Banka in South America, and the Ruys in Japan, undergoing D.M.O.

Congratulations to all these 'old-timers!'

<i>Name of Ship</i>	<i>Rank</i>	<i>Name</i>
m.v. Ruys	No. 3 Cook	Chiu Yuk
m.v. Tegelberg	Cabin Steward (CPS)	Wong Biu
"	Hospital Attendant	Wong Shoh
m.v. Tjitjalengka	Pantryman (CPS)	Hui Yue
"	Donkeyman	Man Wong
m.v. Tjiluwah	Steward Sr.	Sin Fong
m.v. Tjiwangi	Steward Sr.	Mo Kow
m.v. Straat Banka	Steward Sr.	Wong Fook



DUTCH SCHOOL

VISITS SHIP

The day before m.v. Straat Freetown left Holland on 14th December, the ship had the pleasure of a visit from the Dutch Primary school pupils at Benthuizen (see August, 1963 issue), who had 'adopted' her.

Through the generosity of the parents' committee, an old sea chart was presented to the ship, and this was unveiled during the visit by one of the children – apparently, to his own surprise and to the amusement of Captain Rose.

The most was made of the opportunity, for it is unlikely that the Straat Freetown will return to the Netherlands. Chief Officer Mak is seen explaining the instruments on the bridge to the Headmaster, Mr de Ruit, and some of his pupils.



ANNIVERSARIES

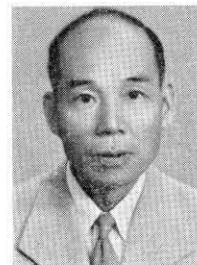
服務二十五週年紀念

八名華籍海員，經已服務於渣華郵船公司二十五週年，本公司特各獎手錶一個，以資紀念。

刻有本公司標誌之紀念手錶，將於農曆元旦在下列各輪分別獎與該八名海員：屆時「德基保」「芝渣連加」「芝利華」在航行中，「芝萬宜」在雪梨，「士打賓加」在南美洲，「羅斯」在日本入塢。

最後在此恭賀各得錶之海員。

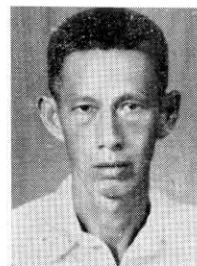
船名	職別	姓名
羅斯	三廚	趙玉
德基保	辦房侍應生	黃標
德基保	醫生房侍應生	黃社
芝渣連加	辦地理(辦房部)	許遇
芝渣連加	燈見	文旺
芝利華	侍應生	冼方
芝萬宜	侍應生	巫苟
士打賓加	侍應生	黃福



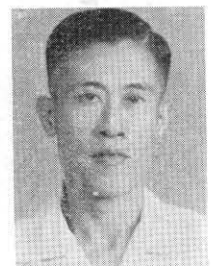
Sin Fong



Wong Bui



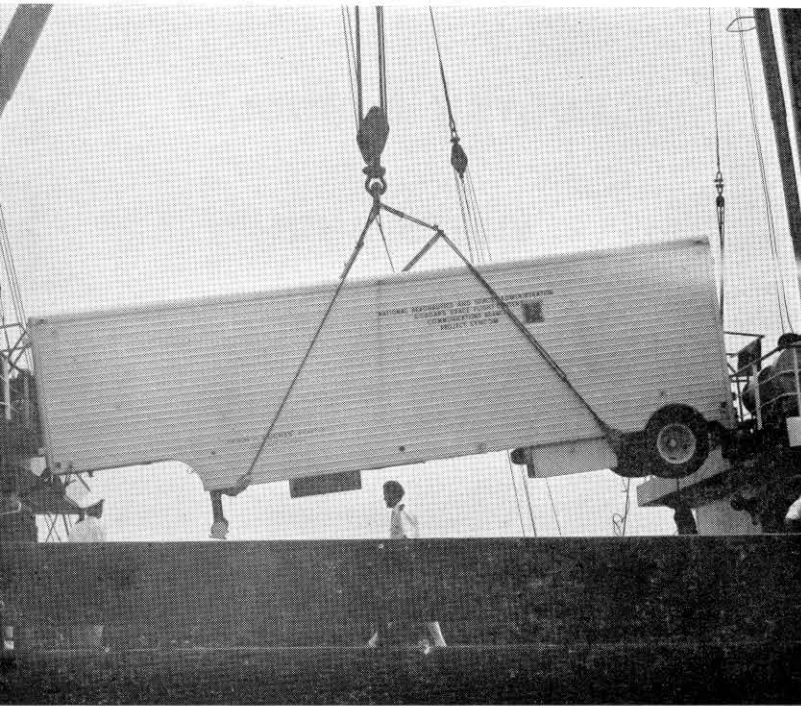
Wong Fook



Wong Shih

COMPANY

FROM UNDERDECK SPACE TO OUTER SPACE



When this enormous trailer was lifted out of the hold of m.v. Straat Mozambique (Captain N. Kroone) in Manila, there was only 10" clearance fore and aft. It took nearly 1½ hours and the skill of all hands to swing the unwieldy monster out of hatch No. 2, upper 'tween deck square.

The trailer and five packing-cases made up satellite tracking station equipment shipped from Durban. The wooden crates were of no mean size either, as the appraising look from Area Correspondent Paz (on board, right) would seem to suggest.



PERSONALITIES

MANAGING DIRECTOR IN AFRICA



During his recent journey through Africa, Mr de Haan visited Mombasa, where a cocktail party was held to enable him to meet local agents and shippers.

Here, in friendly conversation, are Mr de Haan, Mr J.K. Steward (Financial Director of Magadi Soda Co. Ltd.), Mr E.R. Woolcock (Asst. Commissioner of H.M. Customs) and Mr H.H. Dunt (Retiring Shipping Manager, Magadi Soda).

Mr W.M. de Haan, Managing Director, returned to Hong Kong from a business trip to Africa and Holland on 9th January.

Mr C.L.C. van Kretschmar, Onderdirecteur, made a short business trip to Japan in the middle of January.

Mr C.W. Jeremiase, Superintendent Engineer, returned to Hong Kong from Home Leave on 21st January.

Mr E.M. van Rhoon, Manager for Japan, visited Hong Kong for discussions at the beginning of January.

Mr M.W. Pennell, Deputy General Manager, Sydney, made a two-weeks' business trip to Hong Kong at the beginning of January.

Mr P. Hulleman, Operations Manager for K.P.M., Singapore, visited Hong Kong for a few days in mid-January for general business discussions.

Mr R.A. Koning, (PZ Officers, Amsterdam) took over as Manager PZ (Officers), Hong Kong, from Mr. J.J. Leurs who went on Home Leave at the end of January.



FAREWELL MR LING SIN CHOW

Just after Christmas, Managing Directors gave a luncheon in Interocean House, Hong Kong, to say goodbye to Mr Ling Sin Chow, Manager of the Crew Department. Many senior staff members were present.

In his opening address, Mr Reyneker mentioned that although Mr Ling was officially retiring as from the beginning of 1964, he would continue to serve in an advisory capacity to the Crew Department.

Speaker continued by saying that Mr Ling's ever-smiling activity would be much missed. He had given 28 years' loyal service to the Company, a service given with all his heart and mind. Mr Ling had always been an ideal link, not only between East and West—ashore or on board—but also between Chinese and Indonesians. He had the ability to understand all groups, to appreciate them, to understand their individual reasoning, ways of life, and philosophy.

To illustrate his ability as a 'go-between', Mr Reyneker recalled an incident in Djakarta, when the then Vertegenwoordiger, Mr Quarles, met Mr Ling in the street, clad in pyjamas. The following day Mr Quarles called Mr Ling into his office and told him in no uncertain manner that walking around the streets of Djakarta in pyjamas was not becoming to the Chinese Passage Agent. Mr Ling

replied that if the Company wanted to fight against the fierce competition, it was necessary for him to be on the best possible terms with people who were our most important clients; whenever he visited them he found them dressed in pyjamas and had therefore thought it only fitting to do the same.

Mr Quarles increased Mr Ling's salary on the spot!

During his many years in Djakarta—from 1935 to 1960—Mr Ling created a happy atmosphere and spirit of co-operation among his staff which made possible such a remarkable achievement as that of embarking 1.000 deck passengers in 24 hours (competitors were taking 5-6 days to embark only a few hundred).

Since his appointment in 1960 to Hong Kong, Mr Ling had also shown his outstanding ability in solving problems and dealing with people. The Company regretted the loss of such a valuable man who had been a shining example to all, especially the younger generation.

In his reply, Mr Ling thanked Managing Directors—particularly for dwelling only on the bright side of his career!—and expressed his gratitude for the confidence he had enjoyed. Finally he wished prosperity to R.I.L. and good health to all.

When the "Straat van Diemen" sailed into Moji early in December to discharge sugar from South Africa, Captain Terhorst was surprised to see m.v. "Diamantis" (ex Tjimenteng) lying alongside.

Apparently, on her very first voyage under new owners, whilst on the way from Yokohama to the Philippines, the Diamantis had serious trouble with her steering-gear. She sent out a call for towage, and after drifting 340 miles, was picked up and towed to Moji.

Through the courtesy of her new Master, Captain Terhorst made a 'sentimental journey' to see his old ship (he made 105,966 miles aboard as Captain), and was amazed to see what were originally his own cushions, and a table-cloth made by his wife, still in the Master's cabin. He was urged to take possession again but decided to leave a little 'Dutch comfort' behind him.

SURPRISE IN MOJI



IN MEMORIAM

It is with much regret that we announce the death of three of R.I.L.'s sea-going personnel:—

謹以沉痛之情，宣佈三名海員不幸逝世之消息

Mr Cheng Sui Sang, aged 58, in Hong Kong on 17th December after a long illness.

Mr Cheng had served on board the Company's ships since 1952, first as Tallyman and finally as Chief Steward on the "Tjitjalengka". His hardworking services to passengers will be much missed.

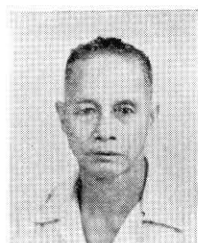


鄭瑞生君，享年五十八歲，於去年十二月十七日在香港逝世。

鄭君初於一九五二年加入本公司為理貨員，後升為芝渣連加輪一級管事，今一旦與世長辭，其不辭勞苦之服務精神，將為吾人永遠懷念。

Mr Tang Loy, C.P.S. Watchman, died in Canossa Hospital, Hong Kong, on 24th December.

Mr Tang, aged 54, joined the Company in 1947, and started and ended his service aboard mv. "Tegelberg". He was an industrious worker who gave faithful service to the Company.



鄧來君，任職於買辦部為看倉員，於去年十二月二十四日在香港加諾撒醫院逝世。

鄧君享年五十四歲，於一九四七年加入本公司德基保輪任職，直至去年因病放船為止。

查鄧君生前服務勤謹，忠於職守，今一旦云亡，殊深痛惜。

MR P. C. KAPPENBURG



It is with the deepest regret that R.I.L. announces the death, after a long illness, of Mr P.C. Kappenburg who worked as cashier in Amsterdam office for so many years. He joined the old Javaline in 1911 and retired in 1955 — nearly 44 years' service.

Mr Kappenburg was known to many R.I.L.'ers in his younger days for the amount of personal time which he gave to showing people on Home Leave around Amsterdam. He was an upright man of

the old school, loved practical jokes, and was very popular among his colleagues.

The funeral, which took place at the "Zorgvlied" cemetery in Amsterdam, was attended by many R.I.L. personnel, both past and present.

Our sincere sympathy goes to Mrs Kappenburg, his devoted companion for over 46 years.

Mr Lau Kam, aged 54, died in Canossa Hospital, Hong Kong on 27th December.

Mr Lau first served aboard mv. "Maetsuycker" in 1947 as boy and finished as Steward Sr. aboard the "Tegelberg". He was a loyal and hardworking man and will be much missed.

R.I.L. Post sends its sympathies to the sorrowing families.



劉金君，享年五十四歲，於去年十二月二十七日在香港加諾撒醫院逝世。

劉君於一九四七年加入馬蘇奇輪服務，其最後職位為德基保輪侍應生。

劉君生前工作忠誠勤謹，今不幸逝世，吾人深為嘆息。

本刊對彼等之遺族寄予無限同情。

CHRISTMAS MESSAGES

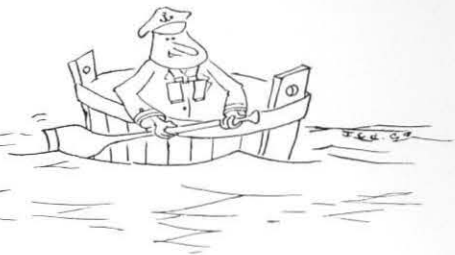
During 1963 there were eight broadcasts by Radio Holland to R.I.L. ships on opposite sides of the world — the 'East' and 'West' ships — in the "Ships of the Week" series.

Here are photographs taken at the last of the 1963 broadcasts, on 19th December, when relatives of the lucky officers

on board the Tjinegara (as Eastship-right) and the Straat Singapore (Westship) were invited to the Hilversum studio to record messages. These messages were relayed to the ships on 20th December when the Tjinegara was at Trincomalee and the Straat Singapore at Cape Town — a real Christmas present for all concerned.



PERSONNEL



PROMOTIONS

Our congratulations go to the following officers, who were promoted as from 1st January, 1964:—



<i>To Chief Officer:</i>	<i>To 2nd Officer:</i>
N.P. Dekker	A.v.d. Grift
E.v. Laren	R. Reitsma
	E. Touwen
<i>To 3rd Engineer:</i>	<i>To 4th Engineer:</i>
M. Koek	A.M.F. de Bont
<i>To 5th Engineer:</i>	<i>As from:</i>
Mr J.v. Doorne	18. 9.63
„ J.P.R. Hazenberg	18.11.63
„ N.W.F. Sebregts	14. 9.63

SUCCESSFUL EXAMINATIONS

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



Mr J.R. van Amerongen	Chief Officer	I	13.12.63
„ P. Cox	„ „	I	19.12.63
„ L.P. Vink	2nd „	I	17.12.63
„ J.C. Hermans	3rd „	Pr.II	19.12.63
„ A.M. Hoogland	„ „	II	20.12.63
„ B.J. Kosse	„ „	Th.II	18.12.63
„ H.J. Kers	3rd Engineer	B	18.12.63
„ J. van Doorne	5th „	ASW	18. 9.63
„ J.P.R. Hazenberg	„ „	VD	18.11.63
„ N.W.F. Sebregts	„ „	VD	14. 9.63

LEAVE

The following personnel went on leave:

Mr J.W.F. van Hummel	Chief Officer (K.P.M.)
„ F.J. Broersma	2nd „
„ R.J. Meyer	3rd „
„ P. van Duyn	4th „
„ B. Robbertsen	2nd Engineer
„ J. Landwaart	3rd „
„ F.W.M. van Vliet	5th „

Those who returned are:

Mr J.R. van Amerongen	Chief Officer	posted to
„ P. Boichel	2nd „	m.v. Tjimanuk
„ J.L. Nobels	„ „	m.v. Str. Magelhaen
„ A.M. Hoogland	3rd „	m.v. Tjitarum
„ V.J.W. Henkriks	2nd Engineer	m.v. Str. Chatham
„ J.v.d. Zee	4th „	m.v. Tjipanas
„ P. Feldbrugge	Employé	m.v. Str. Clarence
„ R.J. Jonkhoff	„	HK HO
„ H.K.v.d. Schatte Olivier	H. Employé	HK HO
„ R.J. Thesen Ender	Adj. Chef	Tokyo
		HK HO

LEAVING (OR LEFT) SERVICE

Mr A.A. Fermin	2nd Officer	
„ C.J.J.v. Roon	„	
„ C.W. Labohm	Employé	health reasons



TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain G.W. de Bruyn, Master of m.v. Boissevain went on home leave.
 Captain H.A. Scheybeler was posted to m.v. Boissevain following home leave.
 Captain R. Jungeling, Master of m.v. Straat Clarence went on home leave.
 Chief Officer G. Potharst, was posted to m.v. Straat Clarence as acting Captain following home leave.
 Chief Engineer J.G.H. Verkerk of m.v. Tjitjalengka went on home leave.
 Chief Engineer D.M.A.J.v.d. Gugten was posted to m.v. Tjitjalengka following home leave.
 Chief Engineer J. Mos of m.v. Tjipanas went on home leave.
 Chief Engineer G.J.C. Bevelander was posted to m.v. Tjipanas following home leave.

TRANSFERS SHORE STAFF

Mr J.B.A. Jonckheer, Employé, was transferred from Sydney to HK HO.



FAMILY NEWS

New Arrivals

To Mr S. Lee (HK HO VZ) a son, on 9th January.



Weddings

In Hong Kong, Mr C. Ho (PZ) to Miss M. Hung, on 21st December.



SHORE LINES

On the back cover is a photograph of a place well-known to many R.I.L.-ers. If you think you can recognize it, please write to the Editor, heading your entry "Shore Lines - February". The reader who names the place correctly will be given a prize. Shore staff of the area concerned may not enter.

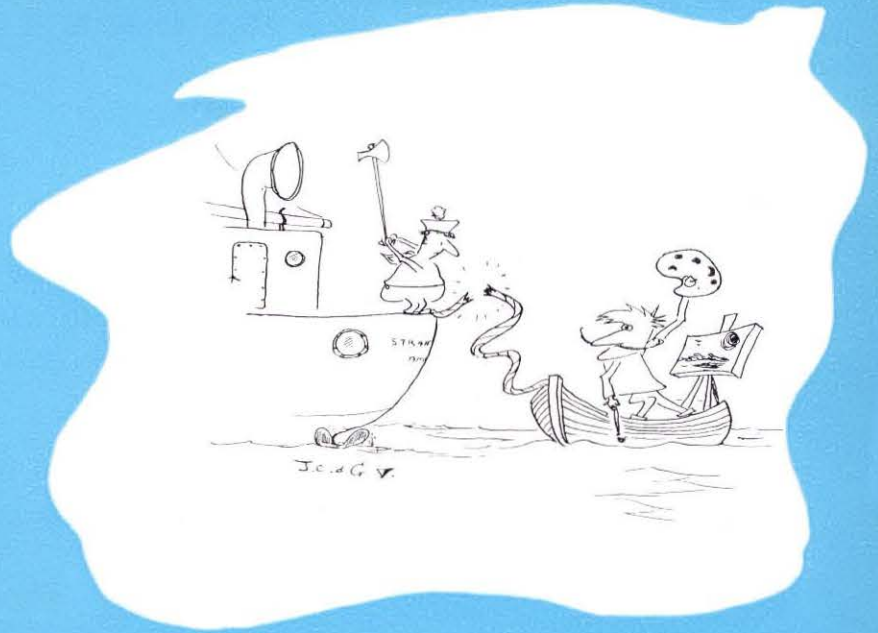
If more than one correct solution is received, lots will be drawn to decide the winner.

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

See page 22 for the winner of December's Competition.

A LANDLUBBER'S LEXICON

“To cut the Painter” is to cut away the rope that holds a small boat to ship or shore i.e. to take an irrevocable step.
(Illustrated by J.C. de Geus—HK HO VZ)



SHORE LINES

(see inside back cover)

