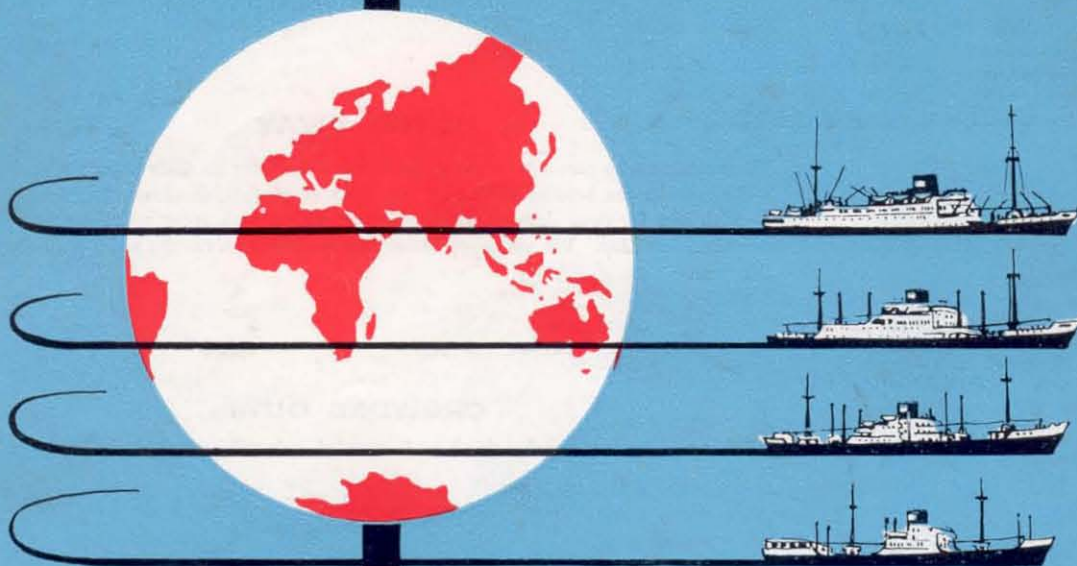




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. XI. No. 3. March, 1964

EDITOR:
MRS L.M. PETTY

AREA CORRESPONDENTS:
HOLLAND — K. GROENEVELD
JAPAN — H. OKUDA
PHILIPPINES — V. PAZ
AUSTRALIA — B. POLAIN
AFRICA — J. BLAAUW
S. AMERICA — G.T.H.M. SWEIJEN

MARCH 1964
VOL. XI. NO. 3



RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG

H.R.H. PRINCESS MARGRIET



Photo: Max Koot

THE ROYAL COUPLE



ROYAL OCCASIONS

H.R.H. Princess Margriet, the third of Holland's four Royal princesses, celebrated her birthday on 19th January.

Just 21 years ago, during the dark years of the war, Princess Margriet was born in Canada. She is the godchild of the Netherlands Merchant Navy, and five of their representatives were present at her baptism. After the war, a fund, named after her Royal Highness, was founded for the widows and orphans of the casualties of World War II in the Merchant Navy.

The engagement was announced in February of H.R.H. Princess Irene to H.R.H. Prince Hugo Carlos de Bourbon Parma. This photograph of the Royal couple was taken at the steps of the Palace Soestdijk.

From the Editor

ARTIST AWAY

Those readers who turn first to the inside of the back-cover (is there anyone who doesn't?) will see under the heading of 'Leave' the name of Mr J.C. de Geus. Our special thanks go with him for those delicately-drawn pictures on the back cover which we have enjoyed ever since last May. We are happy to say that he will continue the series until the end of this year.

CROWDED OUT!

All that remains is to say that this issue is crowded with "Ships and Men" (see page 53/53)

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



Mr Speelman chats with Mr Reyneker.



Mr de Haan introduces Mr G.H.J. van Echten, Mr R.J. Jonkhoff (l.) and Mr H.E.P.A. Custers (r.), all of C.D.



Greeting Mr Lo Ping Fai (F.B.) and Mrs 'Elly' Cheung (S.D.)

AMSTERDAM VISITORS IN HONG KONG

Mr & Mrs Röell arrive at Kai Tak.

Jhr. E.W. Röell, Delegate Member of the Board of Directors, flew in to Hong Kong with Mrs Röell on 27th January, accompanied by Drs. L. Speelman, Managing Director, on a visit to get acquainted with the Company. Mr H.M. van der Schalk also arrived, and consultations took place with Managing Directors, Hong Kong.

An informal reception was held in Interocean House after working hours on 31st January, at which Home, Regional and Special Staff were presented.

Mr Speelman, accompanied by Mr van der Schalk flew back to Holland on 11th February.

Mr and Mrs Röell sailed from Hong Kong on the same day on board m.v. Straat Mozambique, on the way home via Singapore.



"Goodbye Hong Kong"

"Welcome Aboard" from Capt. N. Kroone.



ANNIVERSARY PHOTOGRAPHIC COMPETITION

Gold Watches To Be Won!

R.I.L. Photographers — have *you* sent in your entries yet? The closing date is April 1st, 1964, so if you have not yet done so, just pack those photographs in some protective cardboard and post them immediately to:—

The Editor
R.I.L. Post
P.O. Box 725
HONG KONG

The regulations are set out in the November, 1963 issue. Let's show in pictures that
SHIPPING IS OUR BUSINESS.



FREMANTLE

Western Gateway to Australia

The 'Western Third' – one-third of the land mass that is Australia – is the state of West Australia, a million square miles in area.

At the mouth of the beautiful Swan River in the south-west lies the port of Fremantle, first port of call for ships from Europe and Africa, and gateway to the state capital of Perth.

Captain Charles Howe Fremantle, after whom the city was named, was born in 1800 into an English family with naval traditions; his father, Captain Thomas Fremantle, (later, Sir Thomas Fremantle, G.C.B.) served with Nelson. In 1828 the Captain was commissioned by the Lords of the Admiralty in London to proceed to the 'Swan River Colony'. He left Portsmouth on Christmas Day in H.M.S. Challenger (a corvette of some 600 tons, carrying 26 guns), landed on 2nd May, 1829, and hoisted the Union Jack, to take possession of the whole of the West Coast of New Holland "in the name of His Britannic Majesty King George IV."

Today, Fremantle is the chief commercial port for West Australia and is regularly employed by R.I.L. ships in the ESAAS, INDIAS and WSAAS, and often by those in the ANZS. Behind it lies a large area of fertile country: the forests of giant hard woods: the rich farming belt: to the northwest, large flocks of sheep: and further north still, great herds of cattle. Gold, steel, cement, and more recently oil, all contribute to the prosperity of this ever-growing port.

On 9th August last, two R.I.L.-ships were loading in Fremantle at the same time. The "Sstraat Cumberland" (westbound in the ESAAS) was loading 378 live sheep, as well as flour for Mauritius, and flour, tallow, frozen meat and potatoes among the general cargo for Africa.

The "Sstraat Clarence" (northbound in the INDIAS) had some 1900 sheep on her decks when she left for Malaysia and India, together with flour, oats, frozen meat, potatoes and vegetables amongst her general cargo.

Photographed by the kind cooperation of Messrs Elder Smith, our Agents in Fremantle.





**M.V.
STRAAT
FREMANTLE
LAUNCHED**

On Christmas Eve, a bitter cold day in Rotterdam, the fourth of the STRAAT F-ships, mv. "Straat Fremantle", was launched by Mrs A. van Lennep-Bartel from Messrs Piet Smit Jr.'s yard.

Many friends, members of the Board, officers, personnel on leave and Amsterdam Office staff with their wives, were there in their warmest clothes to watch R.I.L.'s latest ship go down the slipway.

In his speech, Mr Speelman said that he had no doubt that this ship would be as great a success as its predecessors built by Messrs Piet Smit. He also paid a special tribute to Mr Meerdink, as the "Straat Fremantle" was the 100th ship built by him for KJCPL/KPM.

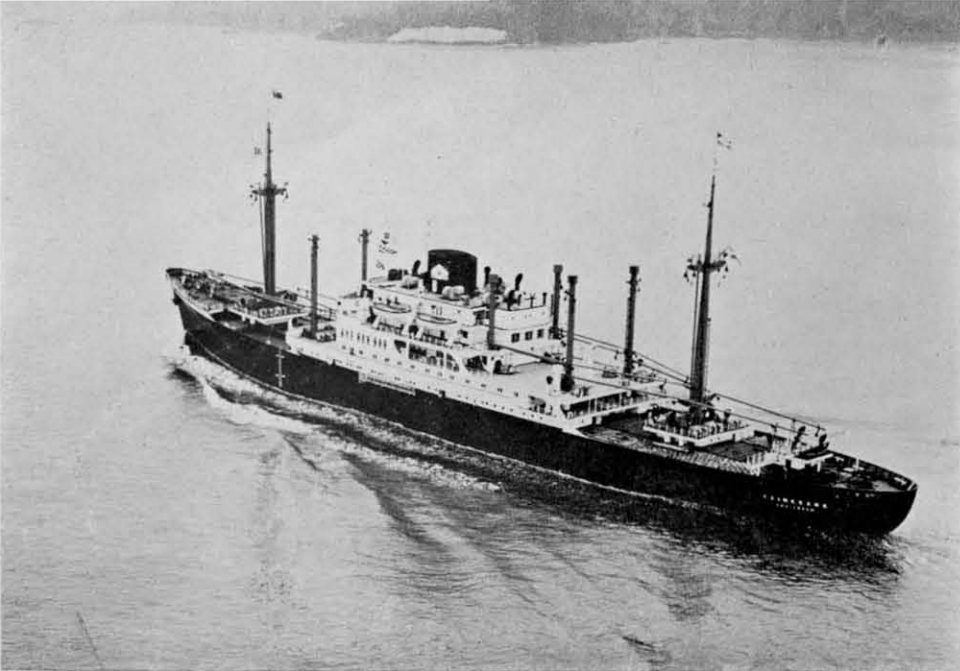
The keel of this ship was laid last April and the vessel is expected to be delivered about mid-April of this year.

Captain D. C. M. van den Kroft and Chief Engineer A. Vink are designated to bring the ship out on her maiden voyage.



PRESENTATION PICTURE

Captain Rose, Chief Engineer du Bois and Chief Officer Mak aboard the Straat Freetown (delivered last December) admire the painting given to the ship by Mrs A.J.T. van Karnebeek-Pauw van Wieldrecht.



M.V. TJINEGARA — INDIAS

R.I.L. SERVICES

This month, with the 'discovery' of four more R.I.L. Services, we complete the roll of all twelve. Under the heading of 'R.I.L. Activities', any alterations which are made, to fit changing situations, are reported each month. We trust that all readers will now correctly interpret "those odd-sounding initials".

INDIAS: India — Australia Service

This service, spread wide across South East Asia, links India's teeming millions with the wide open spaces of "The Southland Yet Unknown" or "Terra Australis Incognita", as the Australian continent would have been called by Willem Janszoon when he dropped anchor from his ship, the "Duyfken" (Little Dove) in 1605. He was the first Dutchman — and indeed the first European — to sail in Australian waters.

Nowadays, the Dutchmen in R.I.L.'s Tjinegara, Straat Cook, Straat Clarence and Straat Johore follow in his wake, calling at fragrant Ceylon and fertile Malaysia before sailing through the Torres Straits on their way to all main Australian ports with their cargoes of Bombay textiles, Ceylonese tea and fibres, and Malayan rubber and tin.

On completion of their coastal voyage, the vessels round Cape Leeuwin and re-cross the Indian Ocean, back via Singapore, Malacca, Port Swettenham, Penang and Colombo to Bombay, and perhaps Karachi, with Australian flour, dairy products, and reefer cargo.

NZEAS: New Zealand East Asia Service

That intrepid Dutch seaman, Abel Janson Tasman, bequeathed to us a nice description of his discovery of "The Little Country" in 1642: when native boats put out in Golden Bay to investigate his 100-ton 'flute' (cargo vessel) 'Zeehaen', some of the natives were playing "an instrument like that of a Moorish trumpet". Uncertain of their motives, Tasman kept his end up by calling upon one of his own sailors "to play some tunes in reply" on his trumpet. Nowadays, the ships in R.I.L.'s five-weekly service, connecting New Zealand and Australia with the Far East, have no time for such musical indulgence! They are:—

- m.v. Van Cloon
- m.v. Van Neck
- m.v. Van Noort

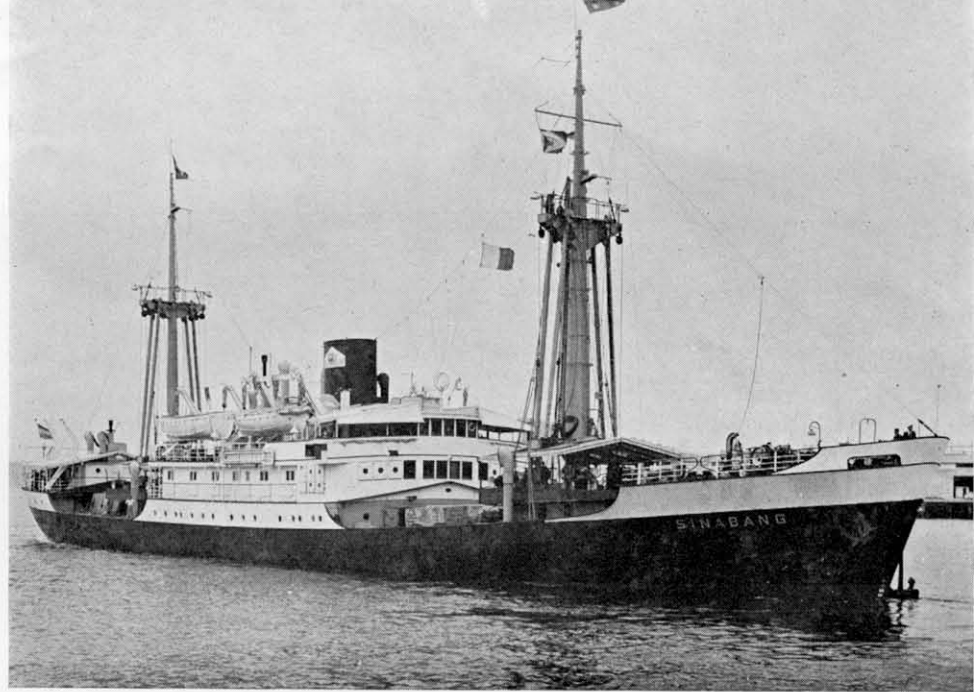
On the northbound voyage from New Zealand and Eastern Australia, they load flour, dairy products and reefer cargo for Sabah, the Philippines and Hong Kong. On the return voyage, the vessels sail via Singapore to Fiji and New Zealand, carrying rice, textiles, and oil in drums. Altogether, the round voyage takes slightly over 100 days.

Kota Baru in West Irian is an optional port of call.

M.V. VAN NECK — NZEAS



Photographed in Napier by Ch. Std. Wong Sui Chan — now on m.v. Ruys.



M.V. SINABANG — SPS

SPS: South Pacific Service

When Captain Cook 'discovered' so many of the Pacific Islands at the end of the Eighteenth Century, he spent a long eleven years in doing so. More recently, Rogers & Hammerstein's delightful musical 'South Pacific' has familiarized many of us with the name. Coral islands and 'enchanted evenings', however, are all very well for the leisurely beachcomber; the ships employed in R.I.L.'s romantically-named service have a more workaday existence.

The SPS is a regular three-weekly cargo service maintained by:—

- | | |
|-------------|---------------|
| m.v. Siao | m.v. Sigli |
| m.v. Sibigo | m.v. Sinabang |

Each of these small, sturdy vessels makes a three-months' voyage from Eastern Australia: first a short haul down to Tasmania from Melbourne, and then via Sydney right through the tropical seas to Thailand, to the ports of Songkhla and Bangkok. The return route, at first veering

from Sarawak back to Malaya and Singapore, then leads straight down to Australia's Eastern seaboard again.

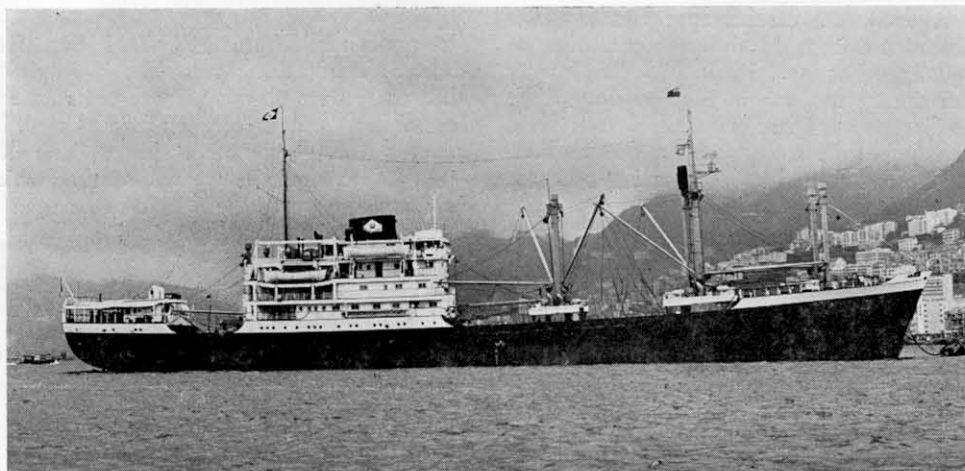
The four well-filled ships are kept busy, exchanging Australia's flour, zinc and dairy products with timber, rubber, rice and kapok.

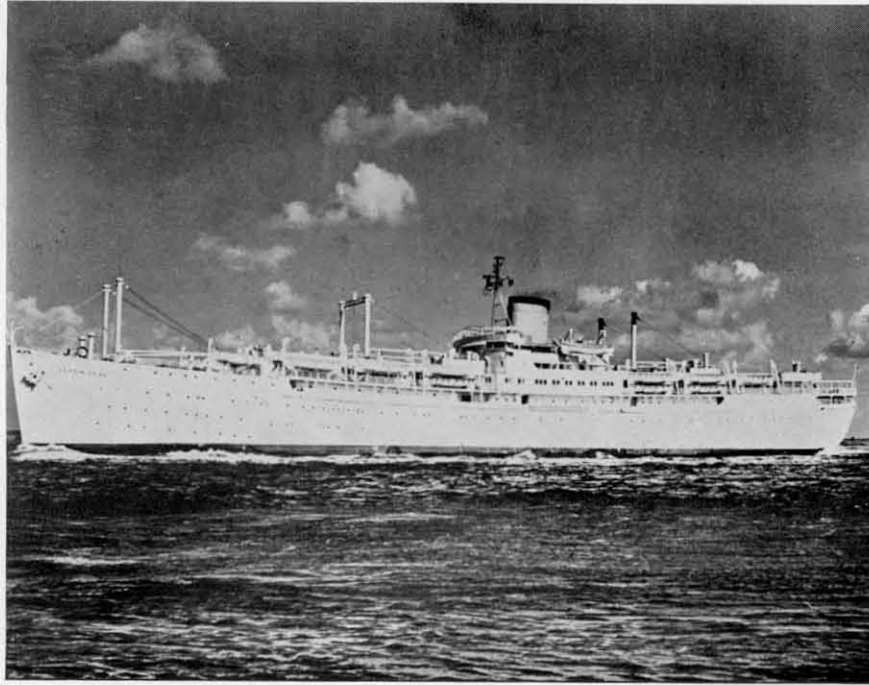
EAUS: East Australia Service

In support of the three foregoing services, the motor vessel Houtman ploughs a lonely furrow in the seas between Australia and Singapore and Malaya. As the solitary navigators of old might also have claimed, she follows a flexible, self-contained itinerary!

The Houtman's voyage takes approximately seventy-five days, always calling at Bangkok when northbound, and sometimes calling at Fiji on the return voyage, or Sandakan for logs to Australia. Saigon, also, is sometimes a port of call. The cargoes carried by this vessel are similar to those in the other services, giving assistance wherever required.

M.V. HOUTMAN — EAUS





R.I.L. MANAGES UNIVERSITY

R.I.L. takes on many jobs, but this must surely be the first time it has handled a whole University! For that is what m.v. "Seven Seas" (Europe-Canada Line) really is: an accredited University of the Seven Seas, incorporated in California, which combines regular college courses with simultaneous visiting of people and lands all over the world.

M.v. Seven Seas (12,574 gross tons) was once an aircraft carrier, converted to an ordinary passenger vessel, and now chartered for world cruises by the University of the Seven Seas. She is of a size which will enable her to enter most ports and she has been modified to include the necessary classrooms, library, study and recreational areas.

When the Seven Seas sailed on her First Semester last October from New York (where Holland-America Line acted as Passage Agents), she carried approximately 300 male and female students from 15 different countries, as well as a highly qualified Faculty. R.I.L. had the pleasure of acting as agents during her stay at Hong Kong, Kobe and Yokohama in January. These were three calls on a world cruise which included sixteen ports in the Mediterranean, Middle and Far East beforehand, and another in Honolulu before her final landfall in San Diego. The Second Semester will be a voyage via the Far East, India,

S. Africa and S. America to New York.

In each port, shore excursions are arranged and there are two-way visits with local universities, as well as visits with important local dignitaries. Whilst in Malaysia, for example, the Prime Minister, Tenku Abdul Rahman, invited the whole University to his home.

When at sea, the students get down to serious study on a wide and varied choice of subjects, on which they have to achieve the same standard as in a land-based institution. The only compulsory subject is that of "Area Studies", especially designed to further the main object of the University, which "using the insights of many nations and cultures, offers an educational challenge to the problems of man".

We understand from HK MH that for most of the students, Hong Kong was "the highlight" of this cruise, when there were no compulsory visits ashore, leaving them free to shop and explore as they pleased. For R.I.L.'ers, however, this was another ship to look after: - berthing, bunkers, etc. - all the normal routine which they take in their stride, but perhaps a little easier than usual with only 'human cargo' to care for.

R.I.L. ACTIVITIES

m.v. Roggeveen will proceed to East Africa on the completion of her present extra Australia-Far East voyage. She is expected at Beira towards the end of March and after calling at other Africa ports will then return to the Far East.

m.v. Van Linschoten, on completion of her present FEWAS voyage, will sail from Japan via Manila, and possibly other Far East ports, to Africa.

THE 'AJER MAS'

From Mr A.H. Veltman:—

"In your 1st January issue you printed a "ten-year-ago picture" of a rendezvous between "Tjipondok" & "Ajer Mas", which at that time served as a weather ship for K.L.M. The then editor did not "choose this picture for its artistic value but because there was a story attached to it". R.I.L. Post's present readers may care to know more about this "story"?

Well, it wasn't really "a story"; it was the hard facts which the Dutch had to face, and these facts were that the Indonesians had decided that they desired to be a free nation, comparable perhaps with the 350 years' earlier decision by the Dutch when they were not particularly anxious to see their country run by the Spaniards. In their struggle for freedom the Indonesians had moral, and on occasions also physical support from other countries, among them India, which put an embargo on K.L.M. planes landing in their country. Holland, however, and for that matter also K.L.M., was fully determined to maintain the air-line between Amsterdam and Batavia. The only alternative was to route the K.L.M. Holland/Dutch East Indies Service via Mauritius.

But flying conditions were not what they are today and ten years ago the range of the planes the K.L.M. were operating was such that the Batavia/Mauritius hop was a very hazardous one. These planes under favourable conditions "could just make it" if they took in extra fuel in special tanks, which in its turn unfavourably reduced their carrying capacity on this stretch. In order to reduce the dangers of navigation errors and to supply the planes with the best possible information on the Batavia/Mauritius v.v. stretch, the Netherlands & Dutch East Indies Government decided to have a special weather ship in the Indian Ocean, which certainly played a big part in the successful operation of the venture. There were no mishaps.

This weather ship however, needed supplies and occasionally a change of crew, and this is the reason why in the photo the "Tjipondok" is seen so close to "Ajer Mas", R.I.L. being the only Dutch shipping line operating this route. On these occasions Ajer Mas would leave station so as to lessen R.I.L. ships' deviation. These operations, although at times handicapped by bad weather, on the whole were successful, but ex R.I.L. Captain Visser can give R.I.L. Post more details than I can."

MAIDEN VOYAGE

When m.v. Straat Franklin arrived in January at Yokohama, the first Japanese port on the ship's maiden voyage, there was a pleasant visit aboard from attractive Miss Yokohama and the harbourmaster, Mr Urabe.

Captain P.J. Balder is seen receiving the gift of a model of an old Japanese "Samurai" helmet from Mr Urabe, whilst Miss Yokohama waits to present her bouquet.



FROZEN WATERS

When m.v. Van Waerwijck arrived at Tangku (near Tientsin) towards the end of January, it was necessary for an ice-breaker to clear the berth before she could come alongside.

Through the good offices of Mr Tiong, our Agent in Tientsin, it was possible to take a photograph of the pack ice, a not very common sight round a vessel in R.I.L.'s employ.

Photo: 2nd Officer J. Eikelenboom.



Drinkable? Not yet; the process of fermentation must go on in the large open vats for some time.



Australian

FROM GRAPES

via

"A Jug of Wine, a Loaf of

As to the last two, we would not know, but old C
wine nowadays. The art of the vigneron, for so m
taken to Australia over 150 years ago, and today th
on their own merits, each with its own individua

In such a huge land area, it has been possible to
regular rainfall, little frost, hot summers,, and of
poor soil. These requirements have been found: m
and Adelaide: in the south-west, in the fertile va
smaller extent in Queensland, on the Dai Do
produced in Australia.

The knowledge of wine growing, picking, crushing,
— has been passed on carefully, in many cases thro

Well-known to tourists in Adelaide is the famou
who brought their own wine-growing traditions fr
The photographs on this page (reproduced by kind
Australian Wine Board) show a few of the stages

The grape harvest in Australia goes on from Febr
export, it is subjected to vigorous inspection by th
standard.

Through the help of R.I.L.'s Adelaide Agents, Mess
brandy being loaded into the hold of the Straat Clare

As the poet went on to say:—

*" Ah my Beloved, fill
Today of past Regre*



vineyard.

ES TO GLASS

R.I.L.

Bread and Thou"

Rubaiyat of Omar Khayyam

Omar Khayyam might find it easier to get the jug of any centuries the monopoly of the Old World, was the wines and brandy made and matured there stand in high repute.

They found exactly the right conditions for vine culture – even what, agriculturally speaking, might be termed ideal – mainly in the south-east, in the hinterlands of Sydney Valley of the Swan River, outside Perth; and to a large extent in Roma. Almost every type of wine is

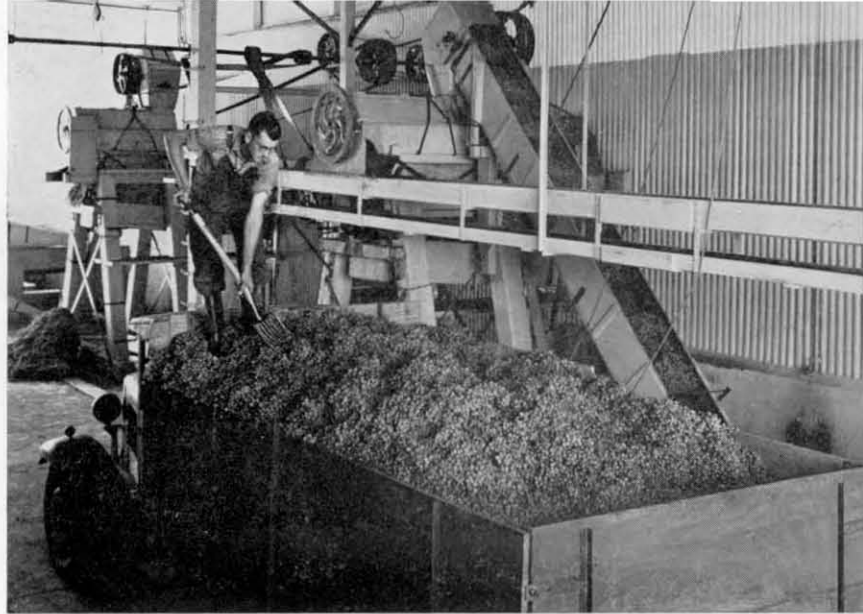
fermenting and storing – all the expertise of viticulture through several generations.

The Barossa Valley, home of the pioneer Lutherans, in Europe more than a century and a quarter ago. With the permission of Messrs B. Seppelt & Sons Ltd. and the assistance of the Australian Wine Board, the main wine-production in this area.

From January to May. When eventually the wine is ready for bottling, it is sent to the Australian Wine Board, to ensure that it is up to the standard.

At Elder Smith, we show some cartonné wine and brandy (INDIAS) last December for shipment to Malaya.

*the Cup that clears
the Future Fears."*



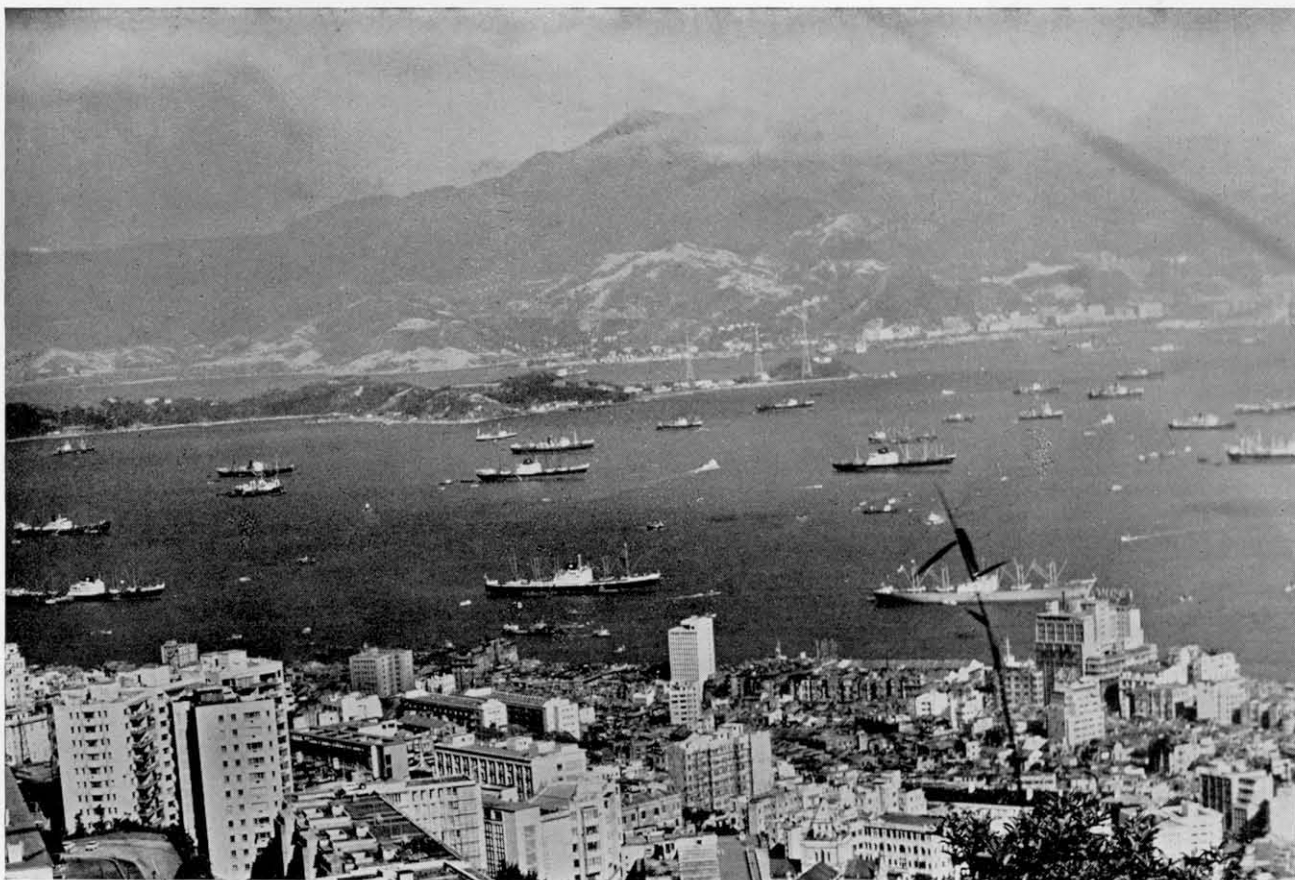
Unloading the grapes at the Winery.



Wine maturing in hogsheads.



Loading cartons into the Straat Clarence.



ON THE BUOY

On 6th January, a nice grouping of four R.I.L. ships in Hong Kong harbour, and an early lifting of the cloud which had seemed to forecast rain (alas!), made us rush halfway up the Peak to get this photograph.

In the foreground, on the left, is the Straat Mozambique (east-bound in the ASAS Freight) and centre foreground is the Tjibantjet (west-bound in the Ext. EAFS). Behind Tjibantjet – mid-centre – lies the Straat van Diemen (west-bound in the ASAS Freight), and just to the right is the Straat Franklin on her maiden voyage from Holland to Japan.

If we had waited a few more hours, we could have added the Van Waerwijck exactly in the middle of the quartet, after her arrival from Manila.

Stonecutters Island looks fairly verdant, but the bare hills in the New Territories behind reflect clearly the months' long lack of water in Hong Kong. The clouds rolling away from Tai Mo Shan (Hong Kong's highest peak) do nothing to encourage the idea that the much-needed rain will come soon.



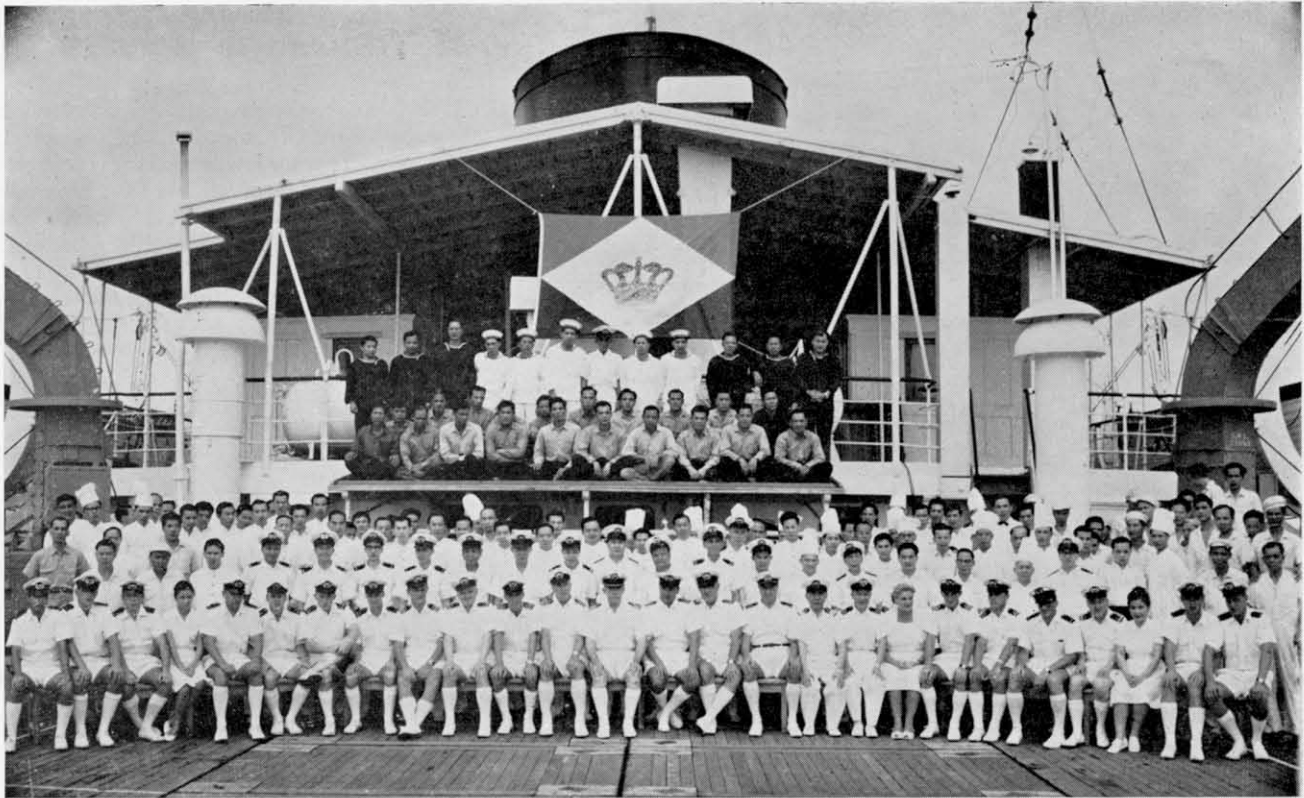
Quite a few of our readers will have had a look at "The Emerald Isles of the South", but we doubt if anyone has come across the beauty-spots depicted in this delightful book.

Quoting from page 10, we must agree that when "looking round in any of the big cities, one finds it hard to believe that it is only about a hundred years since serious settlement began; so much has been accomplished in so short a time".

But more important to the traveller and to the casual visitor to these shores is that so little has been ruined by settlement and development: that so many places where natural beauty keeps one spell-bound have been made accessible, but have not been spoilt: that one can reach breathtaking scenic splendour without being taken on a conducted tour of syndicated wonder.

A picturebook, naturally, derives its attraction from the pictures and in this respect Robin Smith has fully met the requirements for a book of this type and with this title. He takes us over country which

SHIPS AND MEN



ON BOARD

A SEEING EYE

Robin Smith & Maire Tidy: "Looking at New Zealand"
(*Angus & Robertson, London-Sydney 1963, 55/-*)

he apparently knows well and has the gifted eye of both a photographer and a nature-lover. It is only when arriving at the back-flap that one finds confirmed what is so evident in the pictures: his quest for fresh excitement and new places in these islands of extraordinary diversity.

Maire Tidy is a new chum to New Zealand; she chose it for a second homeland and has made herself at home there. Her thirty pages of commentary on the physical properties of the New Zealand landscape contain much that is worth knowing, and more worth noting. Fortunately, the pictures have all been provided with a comprehensive description, so there is no need to consult the text when viewing the pictures. The map at the back makes it easy to identify the places mentioned.

Some sixteen pictures are in colour, making one jealous of those who are going to have a look at the real thing.

W.Z.M.

From experience, we know what efforts are required to persuade even two people to be photographed simultaneously. We can only guess at the 'nagging' that went on, before almost the entire ship's company was mustered for Tally Clerk Tong Bing Sun to take this picture on board m.v. Boissevain.

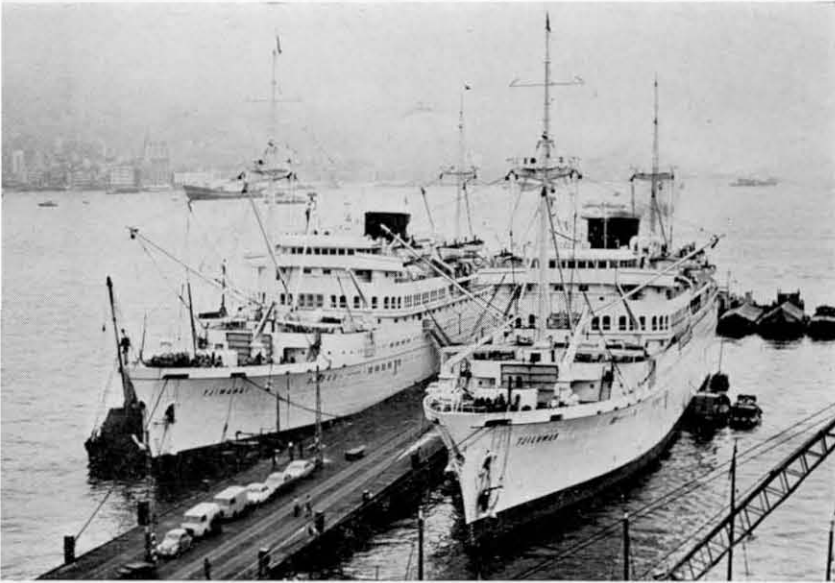
Captain G.W. de Bruyn (on the eve of departure in Buenos Aires) looks remarkably upright in the centre, and the front row have obviously decided that 'hands on knees' is the best attitude, but what about all those white-stockinged legs?

Joking apart, it is a pleasure to identify old friends, and the 'rig of the day' looks very smart. Congratulations!

COMPANY

THE WHITE SHIPS

On 17th January, the two AJHAS vessels were – unusually – berthed together at Kowloon Wharf; m.v. Tjiwangi was making ready for sea after her annual overhaul and m.v. Tjiluwah was preparing to go into dock. Whilst the two ships were lying alongside, 108 passengers were transferred from m.v. Tjiluwah to m.v. Tjiwangi, to continue their round-trip to Australia.



JUST FOR KICKS!

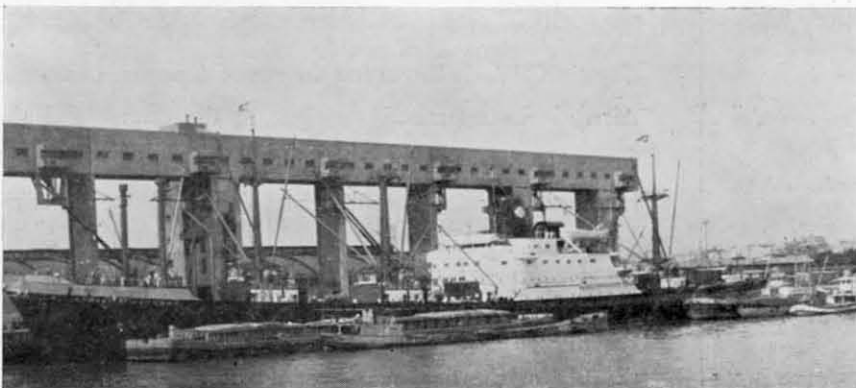
A Report from Third Engineer R.C.L. Camphorst

Whilst at Port Swettenham, loading timber and rubber, the Straat Van Diemen's team of officers and crew played soccer twice, against two ships of the Blue Funnel Line.

The first match was against the English crew of the 'Neleus'. Though the field looked more like a swimming-pool, half-time arrears (1-3) were transformed into a draw (4-4). The second match was against the 'Eumeus', with a Dutch crew. Though we still had aching muscles from the match two days before, our better play was rewarded with a victory (5-3). As a result of this game, both the Chief and Assistant Engineers of 'Eumeus' had to stay in bed for several days – but please don't think it was a rough game!

Would it be possible to get the results of matches played by other teams?

Well, R.I.L. ships, what about it?



SYDNEY SHIPMENT

Here, in Australia, is m.v. Houtman (EAUS) loading television transmission equipment from AWA (Australia) Ltd. to TV Singapore. The company won the supply contract against world competition.

(Photo by kind permission of "Overseas Trading")

"FREETOWN" IN BUENOS AIRES

Partly camouflaged by the grain elevators behind her, m.v. Straat Freetown lies alongside at Buenos Aires, loading frozen meat, sugar in bags, and pollards for Hong Kong and Japan, before making the February FEWAS sailing.

LOG BOOK

PERSONALITIES

Mr Terwogt, accompanied by **Mr J.M. Hens**, Onderdirecteur, made a short business trip to Japan at the end of February.

Mr J.C. Zwan, Onderdirecteur, returns to Hong Kong from Home Leave on 1st March.

Jhr. C.L.C. van Kretschmar, Onderdirecteur, and **Mr C.W. Jeremiase**, Superintendent Engineer, made a two-weeks' business trip to Japan in mid-February, accompanied by Mr Ph. Meerdink and Mr J. van Haastert.

Mr P.A. de Loos, went on Home Leave on 3rd February. During his absence **Mr M.W. Pennell** will take over as General Manager for Australia and New Zealand.

Mr G.M. Pliester, Manager of the Passage Department, left Hong Kong on 16th February for a two-weeks' business trip to Australian main ports, and will thereafter attend the 13th annual conference of the Pacific Area Travel Association (PATA).

On his return from leave at the end of February, **Mr Ph. Bangert** returned to Mombasa where he will take over again as R.I.L.'s Representative in East Africa from Mr P. van Schaardenburg.

Mr S.R. Elgersma has been appointed to succeed Mr G.D.M. Boot as R.I.L.'s Representative in West Africa. He is expected to arrive in Lagos during March.

Mr F. Kummer, Manager, Catering Department HK HO, went on a short routine visit to Australia during February.

SHORE LINES

Our back-page competition is producing entries from all over the world, and apparently the picture in the January issue was known to quite a few readers. It was, of course, of the Apapa Quays at Lagos (Reproduced by kind permission of the Ministry of Information, Lagos, Nigeria). R.I.L. ships in the WSAAS, FEWAS or CHIWAS may regularly be seen there.

The 'lucky-dip' produced this month's winner of HK\$15 - Mr B.Th. Schreuder of the Freight Dept. of our Amsterdam office.



NEW YEAR IN JAPAN

Each country has its own peculiar way of celebrating the coming of a new year. Area Correspondent Okuda writes to us from Japan:—

“Guarded by two trim lasses (Miss Hisayo Ishiyama and Miss Michiko Konishi of R.I.L.'s Nagoya staff) dressed up in Japanese kimonos, is a “KAGAMI-MOCHI” (decorated rice cakes) which symbolizes a Happy New Year.

As is customarily done in Japanese homes in the new year, Mr Yoshioka, Manager of Nagoya, adorned his office with rice cakes for blessing the prosperity of R.I.L. in 1964.

The picture shows a rice cake piled on a bigger one of a stand of wood. Decoration is made with dried persimmons on skewer, a piece of tangle, fern and dried lobster (sometimes a bitter orange takes place of a lobster): each of them symbolizes happiness and renovation of people in the new year.”

In Kobe, RIL's usual New Year party was enjoyed by 180 guests from forwarding agents, checkers and stevedores, Mr H. Fujiwara's photographs of Mr S. Okashi, Chairman of the Kobe Forwarding Agents Association, and of RIL's Manager, Mr Dirkzwager, as they give their New Year greetings, seem to reflect their cheerful hopes for the future.



TEN YEARS AGO

1st March, 1954

A VOYAGE TO INDO-CHINA

We hear a lot about Indo-China in these days, but to many of us it is still a land of mystery. It occurred to me that these few notes, made in the course of a business trip, might be of interest to readers of the R.I.L. Post, who have the pleasure of a visit still in store.

Airlines take a rather dim view of a passenger, arriving at the airfield less than one hour before the time of departure; planes, however, seldom depart on time.

Our departure from Hong Kong was delayed by 24

hours, then by 28 hours, then by 30 hours and when we finally took off from Kai Tak, we were 31 hours late.

When leaving for Phompenh from Saigon, we were only one hour late, which was quite satisfactory, but when we were ready to taxi to the runway the radio-operator suddenly fainted.

Luckily a few gulps from a bottle of good Hennessy did the trick and ten minutes later we were in the air

DEPARTMENTAL DEFINITION !

R.I.L.'s Sydney Office are to be congratulated for their initiative in running a series of lectures, covering all phases of the shipping industry, as part of their staff training scheme. These lectures, two per month and eighteen altogether, are being given by all Management and Departmental Heads.

From time to time we have heard R.I.L.'ers define their work and their associates in no uncertain terms! Now Mr R.R. Ullett, Senior Traffic Officer in Sydney, in the opening words of his lecture last December, sets out very clearly exactly what the Traffic Department is:—

" This evening we are going to talk about the duties of a Traffic Department and I must say no swashbuckler ever led a finer bunch of cut-throats than we have in the Traffic Departments on the First Floor of Inter-ocean House. Next time you are passing through just watch the poor devils at work. There they toil day and night trying valiantly to combine the ethics of a saint with the achievements of a Rothschild; all with the dedication of purpose of Al Capone—in quadruplicate with extra copies for VZ-3, PCT, Amsterdam (3), Port Office and Freight Department etc. Indeed the very word "Traffic" always conjures up in my mind the picture of that policeman on point duty outside the Sydney Town Hall, overwhelmed with cars, buses and trucks coming at him from all directions and with horns blaring. Well, so it seems to us.

Now, before I go any further and put my foot in it, I want to make it perfectly clear that the Traffic Department is no more important than any other section of our office—we all combine our various talents into one whole—the R.I.L. Rather like the limbs of a body—all the parts are necessary for the whole to function. The Management is the head, the canvassers the eyes, the Freight Department the arms and the Passage Department the legs etc. I won't say which part the Traffic Department is, but believe me it takes a few kicks"



STAMP COLLECTORS AHoy !

Another keen R.I.L. stamp-collector, Mr J. Ishibashi (Osaka), has sent us four Japanese stamps — all Ten Yen — with pictures of ships, all of which commemorate some anniversary:—

On the top, left, is the stamp issued to commemorate the Centenary of the Japanese-American Treaty of Amity and Commerce in 1860. On it is the old sailing ship, the "KANRIN MARU".

The stamp at the top, right, symbolises the foundation of the new city of Kita-Kyushu last year. This was a merger of the metropolis of Kyushu, the port of Moji, the commercial city of Kokura, the coaling port of Wakamatsu, the iron and steel city of Yawata and the city of industrial and marine products, Tobata, to make a vast new city with a population of over a million.

Bottom, left, is the stamp issued on 10th May, 1958, the Centenary of the opening of Japan for foreign trade at Hakodate, Yokohama and Nagasaki. The statue is of Ii, Japanese leader in 1858, and there is a nice contrast between old and new ships and harbours.

June 18, 1958 was the 50th Anniversary of the landing at Santos in Brazil of the first Japanese immigrants in 1908. The last stamp depicts the ship in which they sailed, the "KASATO MARU", a stylized map of South America, and part of the Brazilian national flag.

POSTINGS

On 1st March, 1964

<i>m.v./s.s.</i>	<i>Captain</i>	<i>Chief Engineer</i>	<i>Head of C.D.</i>	<i>Boatswain</i>	<i>No. 1 Fireman</i>
m.v. RUYS	P.H. Zweers	G. Vischer	B.A.C.H.G. van Zutphen	Lau Chung 劉忠	Lam Lin 林連
m.v. TEGELBERG	H. Klein	J.G.H. Verkerk	P. Smit	Tang Kee 鄧祺	Lam Kow 林九
m.v. BOISSEVAIN	H.A. Scheybeler	Th. Kuiken	Zee Yuen Ching 徐餘慶	Yiu Kwong 姚光	Cheng Lau Man 鄭劉民
m.v. TITJALENGKA	W.A. Giel	D.M.A.J. van der Gugten	Li Moon Chung 李滿忠	Cheung Ming 張明	Leung Yung 梁容
m.v. TJILUWAH	S. Jochems	P.C. Spuybroek	Tsui Fook 徐福	Leung Tim 梁添	Wong Sang 黃生
m.v. TJIWANGI	J. Kuiken	A. Bos	Yip Pak 葉北	Wong Chung 黃忠	Chan Leung 陳良
m.v. STRAAT BANKA	E.M. Drukker	J.R. Meyer	Kwok Ming 郭明	Ho Woon To 何煥圖	Liu Hin Ming 廖顯明
m.v. TJINEGARA	H.J. Steenbergen	G.J. Doves	A. Dumais	Leung Yung Kan 梁容根	Cheung Sai 張世
m.v. STRAAT BALI	W. Ineke *	A. Snoek	Tsang Hin Fai 曾憲輝	Chan Keung 陳強	Tang Kau 鄧九
m.v. STRAAT MOZAMBIQUE	N. Kroone	J. Stoop	Yip Wing Kai 葉榮佳	Lee Wah 李華	Lam Kam 林錦
m.v. STRAAT MAGELHAEN	W.F.H. Gerken	M.G. Beunder	Shum Wai 沈偉	Shek Shing 石勝	Leung Yiu 梁耀
m.v. STRAAT VAN DIEMEN	J.H.W. Voigt	W. Bakker	Ling Yau 凌有	Cheung Wah 張華	Lam Ping 林平
m.v. STRAAT RIO	J.R. Ezendam	J. Pronk	Tong Chung Kin 唐忠建	Chan Shui Fook 陳樹福	Leung Hoi Kwan 梁海均
m.v. STRAAT FREETOWN	Th. Rose	J.P. du Bois	Lam Kee 林祺	Poon Pak Hung 潘柏洪	Choy Ying 蔡英
m.v. STRAAT MALAKKA	H. Muys	F.L.Th.M. Pietersma	Chiang Lam 蔣林	Wong Loi Po 黃來保	Keung Chee 姜志
m.v. STRAAT SOENDA	J. Verburg	D.J.B. Valk *	Chan Lam 陳霖	Chan Kee 陳祺	Lam Chiu 林照
m.v. TJBANTJET	A.J. Winkelmolen	A.J. Pouw	Lam Yiu Bun 林耀彬	Lee Cheong 李昌	Liu Kwan Yuen 廖均源
s.s. TJIBODAS	J.G.M. Spijker *	J.G. Mayoer *	Yip Ho Hung 葉浩洪	Chan Chuen 陳全	Lau Kwai 劉桂
s.s. TJIPONDOK	W.H. Schröder	P. Tigchelaar *	Low Koon Shing 盧觀勝	Tsang Suey 曾水	Lam For Hing 林火興
s.s. TJIKAMPEK	G.P. Proper	J.P. Kalma *	Tsang Sui Wah 曾兆華	Loo Too 盧滔	Tong Kow 唐九
m.v. STRAAT COLOMBO	L.A. Cysouw	J. van Boven	Loh Soy Fong 盧瑞芳	Ling Kee 凌祺	Lam Cheung 林祥
m.v. STRAAT CLEMENT	P. de Roode	J. Birza	Mak Kam Kwong 麥錦光	Wong Moon 黃滿	Liu To Hing 廖土興
m.v. STRAAT CLARENCE	G. Potharst *	D. Coppoolse *	So Keung 蘇強	Leung Ngau 梁牛	Chan Shing 陳勝
m.v. STRAAT CHATHAM	J.D. Jelijs	R. Jonker	Lee Siu Kee 李兆祺	Cheung Ding 張丁	Lee Sang 李生
m.v. STRAAT CUMBERLAND	Th. G. Weemaes	P. Reuvers	Au-Yeung Wai Shing 歐陽偉成	Cheung To 張圖	Chan Chun Ming 陳振明
m.v. TJIPANAS	B. den Hoed *	H.B. Visser	Leung Fat Kee 深發基	Lai Fook 黎福	Tse Tak Wah 謝德華
m.v. STRAAT JOHORE	D. Procee	G.H. Menses	Chan Yim Hing 陳炎興	Lee Kwok Hing 李國興	Lam Siu 林兆
m.v. STRAAT SINGAPORE	G.J. Noë	A.P.C. Reynhoudt	Shum Lin Sze 沈連師	Lo Sang 盧生	Cheung Chai 張世
m.v. STRAAT TORRES	E.F. Aalberts	A. Geurts	Lam Yuen 林源	Kwok Ming 郭明	Lam Sui Hing 林兆興
m.v. STRAAT COOK	W. Micog *	M. de Groot	Kan Yip Fai 簡業輝	Lee Ng 李伍	Lam Fook 林福
m.v. TJILIWONG	S.Tj. Doornbos	J. Maarschalkerweerd *	Lam Lok Ming 林駱明	Yiu Shu Sum 姚樹森	Lam Chue 林朱
m.v. TJIMANUK	W. Lautenbag *	P.A. Zwart *	R.F.V. Ribeiro	Kwok Mee 郭美	Lam Yan 林恩
m.v. TJITARUM	A.J.M. Michielsen	C. van het Maalpad	Lock Yan 駱恩	Ng Moon 吳滿	Chan Chiu Fat 陳超發

* Acting

IN MEMORIAM



It is with much regret that we have to announce the death of **Mr Ho Chuen** aged 51, in Hong Kong on 19th December, 1963. Known to everyone, especially to those who used the Company's launch in Hong Kong harbour, as 'De Bolle', Mr Ho will be remembered as a very cheerful and ever-willing man who was a skilful coxswain. He had given thirty years of service to the company, interrupted only by the war, until his retirement in 1959.

R.I.L. Post sends its sympathy to all his family and especially to his son, Mr Ho Tung Choy, the present coxswain of the launch Interocean II.

謹以沉痛之情，宣佈何全君於一九六三年十二月十九日在香港逝世之消息。

查何君享年五十一歲，為本公司有數之艇長，曾服務於本公司達卅年之久（第二次大戰期間除外），於一九五九年退休。

本公司各職員，尤其是乘公司小輪登船之工作者均熟識何君為「肥佬」，因其生前為人誠懇愉快，今一旦與世長辭，其不辭勞苦之服務精神將永遠為吾人懷念。

本刊對其遺族及其哲嗣，現任本公司小輪二號艇長之何棟材君，寄于無限同情。

REUNION

Ex-pupils of the Hogere Zeevaartschool Scheveningen are invited:—

“Veel oud-leerlingen van de Hogere Zeevaartschool Scheveningen hebben gevraagd of het niet mogelijk zou zijn een reunie van oud-leerlingen te houden.

Natuurlijk is dat mogelijk, als wij tenminste beschikken over voldoende adressen van toekomstige reunisten. U krijgt dan bericht, wanneer de reunie zal worden gehouden.

Oud Scheveningers, U weet nu van onze plannen; aan U om even bericht te sturen naar de school, Vissershavenweg 56, dat U ook komt. Wilt U Uw naam, adres, eventueel telefoonnummer en de jaren dat U aan onze school studeerde duidelijk vermelden?

En , vertel Uw kennissen-oudleerlingen van onze plannen ! !”

J. Dijkdrenth, Directeur Blauwhoedenveem.
G. Zaayer, Inspecteur Nautische Dienst KRL.
B.W. van Bentveld, Directeur Hogere Zeevaartschool Scheveningen



It is with deep regret that R.I.L. announces the death in Holland of **Mr J.D. Carrière**, who retired from the Company in 1950 after a long and distinguished career.

Mr Carrière first joined the old Java-China-Japan Lijn in 1918 and worked in Hong Kong for two years. He then spent nine years in Java, finishing as J.C.J.L.'s Manager in Batavia. In 1930, Mr Carrière was appointed Manager of the Company's office in Shanghai, where his service was interrupted only by the war, until 1950. During the war he looked after the Company's interests, first in New York and then in London, and was attached to the Netherlands Embassy in Chungking for a while prior to returning to Shanghai in 1945.

AT THE PASSING AWAY OF A GREAT FRIEND

For many years Mr J.D. Carrière has been living in retirement and yet every so often, somebody out here will ask: "What's the latest from John D.?"

There can only be a sad answer now and gradually all his friends will know that he has left us, but our "China coast generation" will not forget. For many years before, and several years after the war John D. Carrière was a famous figure in Shanghai and well-known throughout the East. No wonder, for he was a great character and a man of many qualifications. Besides keeping the old "Javaline" firmly on the map in China, he was for a great many years the very successful General Manager of HOAL line, and in those days things were very much left to his judgement and insight.

At one time he was a member of the international "Shanghai Municipal Council"—a great honour for someone from a nation not engaged in power politics in China.

Many will recall his decisive action—for which he was decorated by the Netherlands Government—in arranging for the evacuation of Dutch women and children when in 1937 Sino-Japanese fighting was raging throughout the city.

'John D.' was the very first to reappear in Shanghai right after the war and from him we learned how our Company had been faring throughout the world-wide hostilities.

In the many years that he lived in Shanghai, several people in difficult circumstances obtained—through his sound advice, his influence and very generous help—a new lease on their future.

His very human and warm-hearted approach to everyone's problems never failed to generate a response, and he always commanded the greatest respect and support from those who worked for him.

He will be mourned by many, and in the first place our deepest sympathy goes to the three persons to whom he was so deeply devoted, his wife, his daughter and his grandson.

W.M.d.H.

PERSONNEL



NEW PERSONNEL

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

Mr M.H. de Graaff	4th Officer
„ N.E.F.M.v.d. Schrieck	„ „
„ J.B. van der Wijck	Employé



TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain D. Kuiken, Master of m.v. Straat Bali, went on home leave. Chief Officer W. Ineke was posted as Acting Captain to m.v. Straat Bali following home leave.

Captain Th. Terhorst, Master of m.v. Straat van Diemen, went on home leave.

Captain J.H.W. Voigt was posted to m.v. Straat van Diemen following home leave.

Chief Engineer A. Snoek of m.v. Tegelberg was posted to m.v. Straat Bali.

Chief Engineer J.G.H. Verkerk was posted to m.v. Tegelberg following home leave.

Chief Engineer H.B. Visser of m.v. Straat Bali was posted to m.v. Tjipanas.

Chief Engineer G.J.C. Bevelander of m.v. Tjipanas went on home leave.

Chief Engineer B. Kragt of m.v. Tjiwangi went on home leave.

Chief Engineer (temp. service) A. Bos was temporarily posted to m.v. Tjiwangi.

Acting Chief Engineer D.J.B. Valk of m.v. Straat Soenda went on home leave.

Chief Engineer M.G. de Wever of m.v. Tjimanuk was posted to m.v. Straat Soenda.

2nd Engineer P.A. Zwart was posted to m.v. Tjimanuk as Acting Chief Engineer following home leave.

SUCCESSFUL EXAMINATIONS

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



Mr J.L. Nobels	2nd Officer	I	7- 1-64
„ F. van Groll	3rd „	II	3- 1-64
„ E. van Went	„ „	Th.II	3- 1-64
„ G.G.J. Witkamp	„ „	II	3- 1-64
„ W.F. Vermeer	3rd Engineer	B	7- 1-64
„ A.W.J.H. van Alfen	5th „	VD	11-10-63

PROMOTION

Our congratulations go to Apprentice Engineer A.W.J.H. van Alfen who was promoted to 5th Engineer on 11th October, 1963.



LEAVE

The following personnel went on leave:

Mr F. List	Chief Officer
„ J. Schoutrop	„ „
„ P.J. de Wit	3rd „
„ J.P.H.M. Breuls	4th „
„ J.J.H. Vogel	„ „
„ H.A. Slettenaar	2nd Engineer
„ J. Hooymayers	3rd „
„ H. Pesch	4th „
„ J.C.M. Lint	5th „
„ H. Meyer	„ „
„ W.A.M. Snel	„ „
„ J.M. Feringa	H. Employé
„ W.A. Mulock Houwer	„ „
„ J.C. de Geus	Employé
„ Chr. Mees	„



(KPM)

TRANSFERS SHORE STAFF

Mr W.K. Mink, Adj. Chef, from HK HO to HK MH.

Mr P.E. Rabé, Employé, from HK HO to Durban.



Weddings

In Singapore, Captain W. Micog (m.v. Straat Cook) to Miss Cita Kuiken (daughter of Captain J. Kuiken, and recently working at HK MH) on 31st January.



Those who returned are:

Mr L.P. Vink	2nd Officer	posted to
„ J.L. Bakels	3rd „	m.v. Tegelberg
„ J.R.J. Visser	„ „	„ Boissevain
„ R.B. de Vries	„ „	„ Str. Clarence
„ F.J. Bruil	„ „	„ Tjiliwong
„ G.D.M. Boot	„ Engineer	„ Str. Soenda
	Adj. Chef	Lagos

LEAVING (OR LEFT) SERVICE

Mr P.J. Rutgers	3rd Engineer	own request
„ A.W.R. Tetenburg	„ „	end of contract
	(temp. service)	
„ J.M.L. van Kollenburg	4th Engineer	own request
„ H.H. Boers	5th „	„ „
„ P.C. IJzerman	„ „	„ „



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 - March". 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 April 15th. The winner will be announced in the April issue.

See page 55 for the winner of January's Competition.

A LANDLUBBER'S LEXICON

"Pudding Fender"
is a cylindrical canvas bag filled with cork,
which is hung over a vessel's side, to
preserve it from damage.

(Illustrated by Mr J.C. de Geus—On Leave)



SHORE LINES

(see inside back cover)

